

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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editorial

HOLLYWOOD STUFF

THAT the old cliché about truth being stranger than fiction applies very well to motor racing was amply demonstrated at Le Mans last weekend. If we had seen a film or read a novel about the world's most famous sports car race in which the gallant British stable, struggling with a pair of last year's machines against the might of the six-car German works team, came through to the lead in the last three hours, and then fought a wheel-to-wheel battle throughout the closing laps with the sole survivor of the German works team, with the lead changing constantly as the clock hands moved towards the finishing time and the British car winning the race by a whisker, we would have dismissed it as improbable and unrealistic.

Yet all this happened last weekend at Le Mans. The JW-Gulf team, with David Yorke in charge, entered two of their comparatively heavy and slow GT40s, a design which is five years old and has been superseded by much more modern equipment. The 1969 World Champion sports car manufacturers, Porsche, entered six cars which were the latest and fastest that Zuffenhausen could produce. Every one of the Porsches ran into trouble, and only one finished, after a half-hour stop to replace a wrecked wheel bearing. The old tortoise and hare technique worked well for the JW team, for they found themselves holding first and third places, split by the Porsche and with the fast V12 Matras, which had also had minor bothers, behind the third-place car.

By sheer coincidence, the Ford with its consistency and the Porsche with its troubles ended up in exactly the same position on the road, and the tremendous skill of Jacky Ickx—and the fact that the beautifully-prepared GT40 did not protest when Ickx was forced to drive absolutely on the limit in the closing stages, really using the brakes and exceeding the rev limits, although the car had been on the go for 24 hours—saw victory go to the Gulf-sponsored JW Automotive team for the second year running in an almost unbelievably exciting finish. The history books tell us that there hasn't been a finish like that at Le Mans since 1933, when the Tazio Nuvolari/Raymond Sommer Alfa Romeo gained the lead, lost it and gained it again on the last lap.

our cover picture

Le Mans victor for the second year running was the JW Ford GT40, this time in the hands of Jacky Ickx/Jack Oliver. However this year's finish was one of the most exciting ever; here Ickx jends off a last lap effort by Hans Herrmann in the Porsche 908, which was yards behind after 24 hours of racing. Our report begins on page 20.

Photo: Peter Burn.

pit & paddock

No F1 Ferrari for Pedro Another CSI wings meeting More drives for Peterson

4wd Lotuses for Andrelli, Hill

News came in after our Dutch Grand Prix preview on page 8 had gone to press of important changes to the Zandvoort lineup for Saturday's race. There will now, we hear, only be one Ferrari on hand after all, Chris Amon's usual car; although Pedro Rodriguez had been released by Tirm Parnell just for this race, as the Parnell-BRM is currently being rebuilt with a 48-valve engine, it seems that the little Mexican is less in favour with the inscrutable Commendatore than was thought, and he has been told that his Zandvoort drive is off. This is a great shame, as it would have been interesting to see how Pedro, who has shown fine form in sports car racing for Ferrari this season, would have gone in a competitive Grand Prix car.

However, the news from Hethel is that Lotus 63 is ready to go. In fact two four-wheel-drive cars are now finished, and so Lotus are fielding three entries: Graham Hill and Mario Andretti will race the new cars, while Jochen Rindt will be in one of the two-wheel-drive 49s.

The wing thing

We still haven't heard the last of the wing thing. The SCCA and Canadian ASC have refused to make a ruling on wings, so that CanAm cars can still wear them, while the row that arose at Le Mans last week over the Porsche's aerodynamic devices has changed the position somewhat. Porsche refused to discard the small movable flippers on the back of the Group 4 Porsche 917, saying (a) the car was homologated with them; (b) they were an integral mechanism connected with the suspension, and part of the overall design of the car; and (c) the car would be dangerous without them. They used similar

arguments for the 3-litre Group 6 cars, which had a full-width flap on the back, and it was only a face-saver for the CSI that the Le Mans organisers eventually decreed that the 3-litre cars would have to run with these flaps in a fixed position.

One of the most frequently used arguments against wings was that they were additions to the complete car, but when the car is given an aerodynamic device from the design stage—without which it may not stay on the road—the position is perhaps a little different. The CSI have admitted that there may be some more talking to do on the subject, and a further meeting has been convened this weekend.

Meanwhile the man who probably started it all, Jim Hall, is dreaming up something new. The Chaparral designer/builder is alleged to be working on a revolutionary new CanAm car which will have an air suction device, working on a sort of hovercraft principle in reverse, to suck it down on the road. How about that, Monsieur Baumgartner?

Simon's Salt Lake

Dick Simon of Salt Lake City took his Lola-Chevrolet T142 to victory in round three of the SCCA's Continental Formula A championship at Castle Rock last Sunday week. He led home Sam Posey's McLaren M10A, which had spun its lead away after 22 of the 29 laps. Tony Adamowicz was another leader with his Eagle-Chevrolet, but he too spun and later had his engine blow up. So behind Posey, who now leads the championship, came the Lola T142s of Bud Morley, George Wintersteen and Sherwood Johnston, the last-named making a comeback to racing. Sixth was Lothar Motschenbacher, who worked his McLaren M10A up from the back of the grid. John Cannon's Eagle non-



Simo Lampinen took his Saab to victory in the Scottish Rally last weekend with Arne Hertz. John Davenport's full report of the event starts on page 39.

started after spinning with the McKee-Chevrolet of Chuck Trowbridge, poleman Jerry Hansen had the engine of his McLaren H10A expire, while Bill Brack's Lotus 42R non-started after breaking an upright in practice. The race was stopped after the death of Jim Mulhall who spun his Shrike and then, without brakes, crashed into the line of barrels protecting the pits and linked by steel chain of half an inch diameter. Two onlookers were seriously injured. Following this curtailed event, the circus moves to the twisty Sears Point circuit on Sunday.

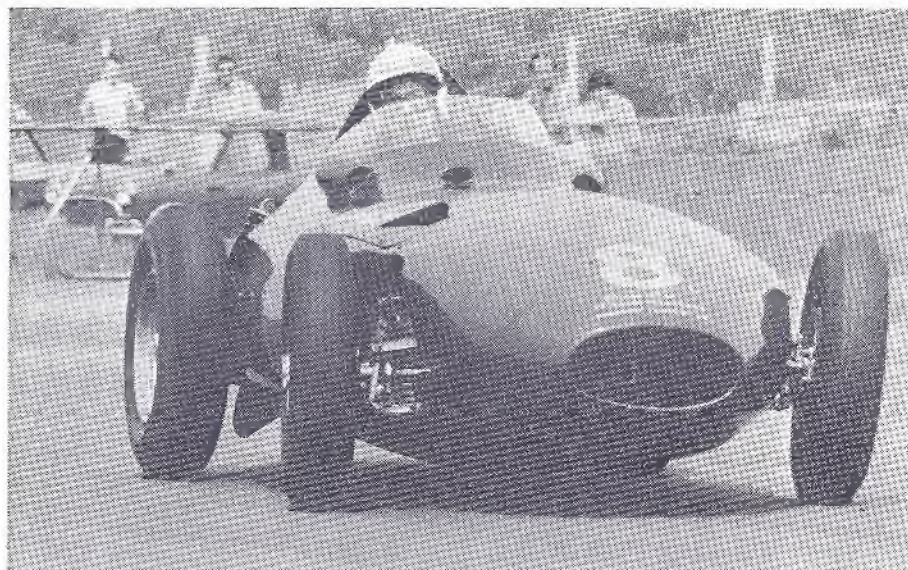
Ronnie: It's all happening

Following a fantastic season which has produced eight wins and one second place in nine events, the Swedish Tecno F3 pilot Ronnie Peterson looks as if he is on his way to greater things. Raymond Mays of BRM invited him to come and take a look at the BRM factory with a view to a test drive. Ulf Norinder has said that he would like to see him in his F5000 Lola T142, and Jo Bonnier fixed him up with a reserve driver's role for Scuderia Filipinetti at Le Mans, which may mean some drives for the Swiss *équipe* later this year. Meanwhile the Tecno factory have put him in one of their works F2 cars for the Monza Lotteria on Sunday, and are looking to fit him in several other F2 events this year. It is also said that Winkelmann Racing have contacted him with a view to his driving an F2 Lotus when Graham Hill and Jochen Rindt are elsewhere.

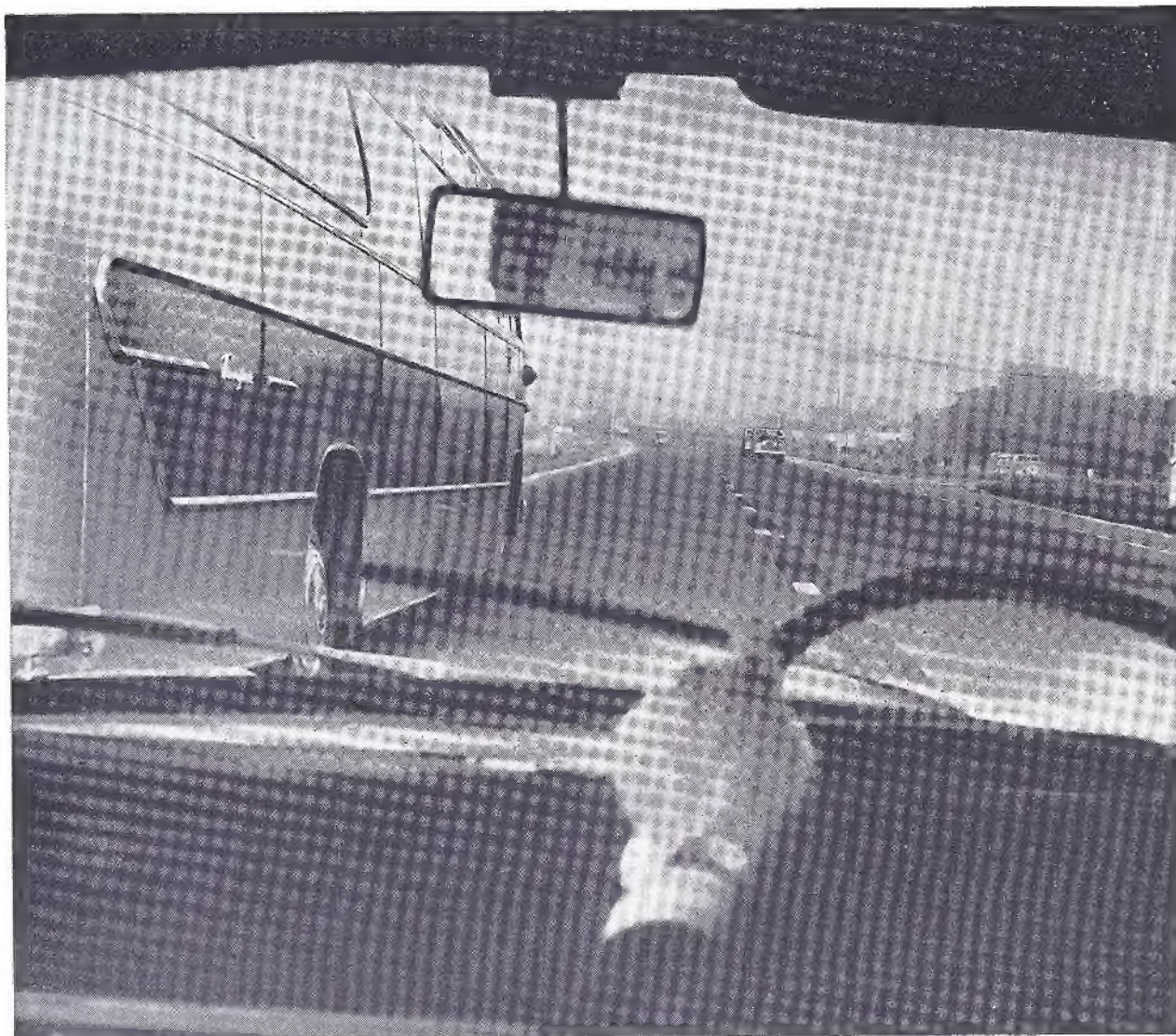
MRE move to F3

Motor Racing Enterprises have made some drastic mid-season changes to their racing plans as they have become disillusioned with Formula Ford. John Elliott will now run his Merlyn Mk 11A under his own colours, while MRE's regular driver James Hunt will soon be seen in an F3 car (probably a Brabham BT21B), doing British events in preparation for a full 1970 F3 season. Hughes of Beaconsfield, the Ford dealers, will continue to support the team.

There will also be changes in MRE's continental F3 programme, as they have sold their Merlyn Mk 14A and replaced it with an ex-Ron Harris F2 Tecno chassis, which Patrick Champin will campaign in major internationals. MRE now have extensive workshop facilities at their new Bourne End premises, and one of their first customers is Mike Beuttler, whose Brabham BT28 is now based there.



Former GP star Tony Brooks was back at the wheel of an El Vanwall at Silverstone last Sunday. He put in some demonstration laps at the GKN-sponsored meeting, lapping at first under 100 mph.



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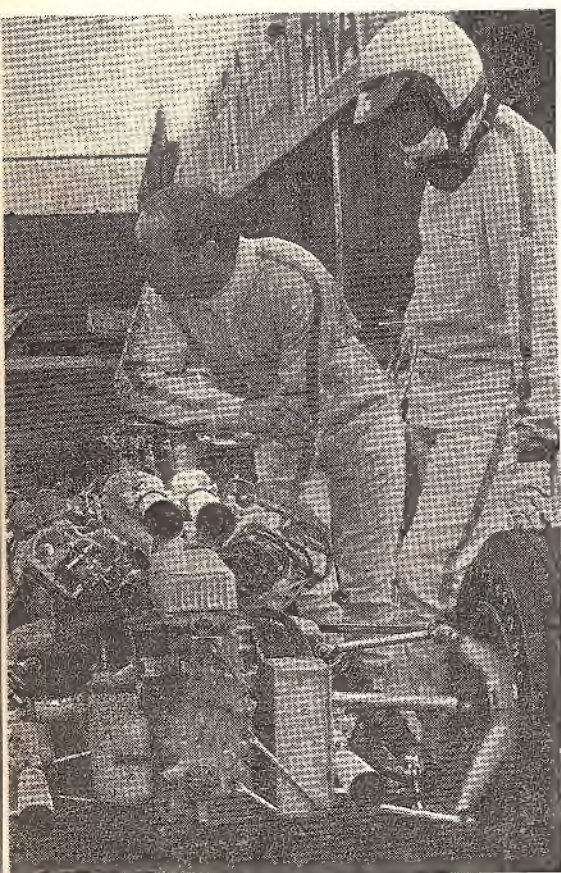
Fit new Champions—the Spark Transplant.

Sunday's Brands Six Hours

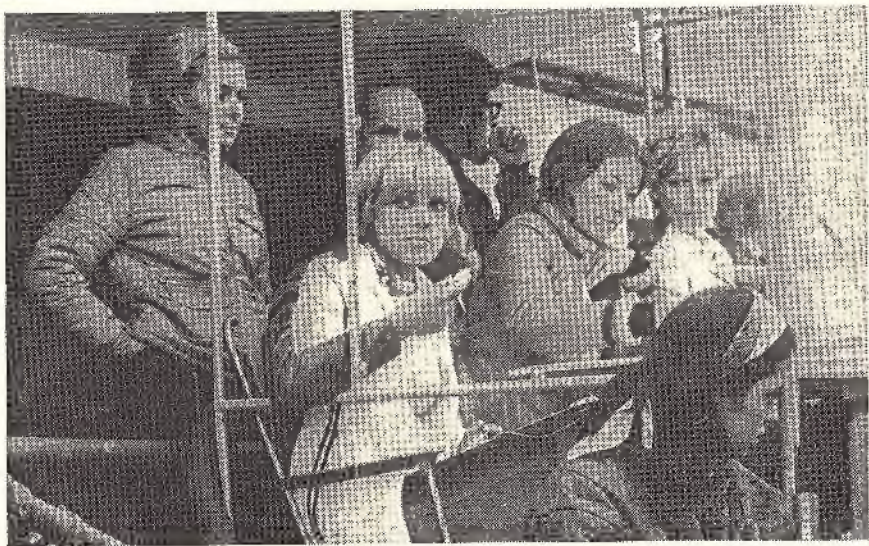
Britain's round of the European Touring Car Championship returns this year to Brands Hatch where the Six Hours, last held there in 1963, will be the main event on Sunday, with a two-hour supporting round on the Saturday. The Saturday event comprises the up to 850 cc and 851-1000 cc divisions; only three 850s have been entered—Fiat Abarths for Geoff/John Anstead and Rein Zwolsman, and a Mini for R. A. Gill—but in the 1-litre class some good racing can be expected between Peter Harper in a Fraser Imp, the Fiat Abarths of Ed Swart, "Pal Joey" and "Pam," Minis for Alec Poole, Rob/Ron Mason, Bob Jones/Paul Hutton, Peter Lague and Colin Youle/Terry Harmer and Lawrie Hickman's Escort.

However, the crowd drawer will be Sunday's event which takes in four classes (1000-1300 cc, 1301-1600 cc, 1600-2500 cc and over 2500 cc). The smallest of these classes is unlikely to provide the overall winner, but there should be fierce squabbling for class honours between the Autodelta Enrico Pinto/Carlo Facetti GTA Junior, the BLMC Minis for John Rhodes/Paddy Hopkirk, John Handley/Roger Enever and the works one for Gordon Spice/Steve Neal and the lone Broadspeed Escort GT for the very formidable combination of Trevor Taylor/John Fitzpatrick.

Moving up a class the works BMW Alpinas of Prinz Hohenzollern/X and Gerold Pankl/X are up against the Ford Denmark Escort TC of Frank Gardner/Tom Belso, which could well be in the hunt for outright victory, and the similar cars of Roger Taylor/Terry Croker and Gerry Marshall/Peter Jackson.



Ferrari should be back in the F2 running soon with this new 24-valve V6 engine, which is now being tested in Italy by Tino Brambilla (centre) and Clay Regazzoni.



Tension shows in the Matra pit in the closing hour of the Le Mans 24 Hours as the Beltoise/Courage car winds in the Hobbs/Hailwood GT40. Nearest the camera is Jean-Pierre Beltoise's wife.

The most likely prospect of outright victory must, however, go to one of the 1601-2500 cc contenders. The favourites here should be the two works BMWs whose drivers have yet to be nominated but should be Dieter Quester/Hunert Hahne and Dieter Basche/X, the SRT Holland Porsche 911 of Toine Hezemans/Gijs van Lennep and the similar cars of Rolf Stommelen/George Loos and Nick Howard Faure. Finally come a mere three big bangers—Johnny Williamson/Terry Sanger in the former's Mustang, Roy Pierpoint's Camaro and the works supercharged BMW 2002T1.

With the Italian, Austrian, Yugoslavian, Hungarian and Czechoslovakian rounds of the European championship already run and the British one due to be run at Brands Hatch this weekend, the statisticians are pointing to the fact that not a single British driver has yet scored in this year's championship, which perhaps constitutes some sort of record. Leading positions are as follows:

Division 1, up to 1000 cc: 1. "Pam" (I), 22 pts; 2. Ed Swart (NL), and Mladen Gluhak (YU), 18; 4. "Pal Joe" (I), 10; 5. Vaclav Bobek (CS), 9.

Division 2, 1001-1600 cc: 1. Spartaco Dini (I), 28; 2. Ignazio Giunti (I), 18; 3. Enrico Pinto, 15; 4. Gerold Pankl (A), 15; 5. Friedrich von Hohenzollern (D), 12.

Division 3, over 1600 cc: 1. Günter Huber (A), and Dieter Quester (A), 21; 3. Jürgen Neuhaus (D), 15; 4. Jorge de Bagration (E), 14; 5. Dieter Basche (D), 13.

The non-starter problem

Alan Brittain, the very astute press officer of the BRSCC Midland Centre, set out to discover the reasons for the non-arrival of several competitors at the club's Vanwall Trophy meeting at Silverstone on Sunday, and he came up with some interesting answers. In over 50 per cent of the cases, the non-starters had not had the courtesy to inform the club at all that they would not appear, and one competitor rang the club on Saturday night to say "I've just looked at the regulations and found that practice took place today." Another informed the club "I've entered for Castle Combe on Saturday and did not know the Silverstone meeting was over two days." These two latter cases point to outright stupidity on the part of the competitors for not reading the regs, but perhaps their cases are slightly less rude than those of competitors who do not bother to tell the club at all. However, the point

which should be made is that 75 entries and 25 telephone requests for entries were turned down. Naturally practice and the inevitable breakdown or blow-up the week before will eliminate a few competitors, but in some cases it was pure laziness and for every competitor who could have, but did not appear, there were five or so more *bona fide* entrants who could not get a race. It is difficult to know what to do in situations like this, but it is time that the RAC got tough with people entering two meetings on clashing dates.

Saturday's Vintage Oulton

The vintage set take over Oulton Park on Saturday when the VSCC organise their annual Seaman Trophy meeting, the main race being the Seaman Memorial Trophy. Entries include the ERAs of Patrick Marsh (ex-Seaman, ex-Cotton); the ex-Raymond Mays and ex-Ken Wharton cars, Pat Lindsay's P3 Alfa Romeo, Colin Crabbe's 2.9-litre Maserati and the 24-litre Sunbeam-Napier. In the more modern all-comers event, one looks forward to seeing the Aston Martin DBR4s of Neil Corner and Peter Brewer up again the Lotus 16s of David Booter and Bill Wilkes, Tony Merrick's Tec-Mec Maserati and Allan Cotton's Connaught A-type. The proceedings, opened by a concours, open at 12.30 pm.

Fast tycoonery

The ultimate director's car for fast moving tycoons has been put on the market. A joint effort by Jensen and Harrods, the car is an Interceptor GT which has been equipped with various goodies. The rear compartment features office equipment, including fitted attache-cases, a typewriter, portable television insulated food container, portable dictating unit and filing system, while also provided are a rechargeable electric razor, and Air Call radio telephone system. Standard are such usual extras as power steering, electrically operated windows and radio aerial, as are also a four speaker radio and tape recorder unit. The package was designed by Joe Bannenberg, who did a large part on the interior design of the QE2, and the basic Interceptor Director model retails at £6581. Just imagine all that with the 4wd model!

Briefly . . .

● Interviewed in the American paper *Auto-week* after his Indianapolis victory, Andy Granatelli said: "I am thinking about Formula 1 racing on a direct basis. I will own and build whatever cars Mario Andretti wants to drive, whenever he wants to drive, anywhere in the world."

● Ray Allen was a lucky man on Sunday—for having just won the Formula Ford race at Silverstone in great style, he stepped out of the Merlyn to find that the rear suspension and two engine mounts had broken!

● Meubles Arnold, the French furniture firm who sponsor the successful F3 Tecno of Jean-Pierre Jaussaud, recently approached Jean-Pierre Beltoise and asked him to pick

the most promising of the *Formule France* pilots to join the Shell-supported team. Beltoise was faced with a difficult task, but eventually the choice fell upon Gordini and FF graduate Jean-Pierre Jarier, who collected his new Tecno 69/F3 from Bologna recently and will contest mainly French F3 championship events.

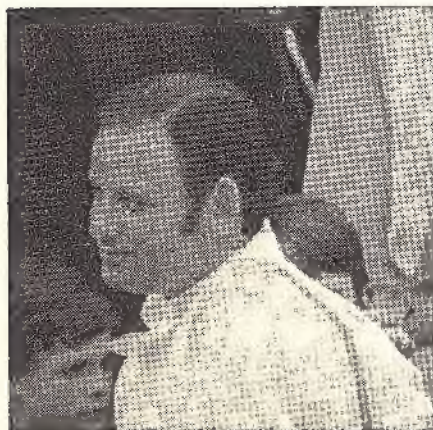
● Le Mans winner Jacky Ickx escaped with shock and bruises in a road accident on his way home to Brussels on the morning after the race. He had to leave the road to avoid an oncoming car on the same side of the road, and his silver Porsche Targa hit a telegraph pole and was badly damaged.

● Le Mans was not the only international G4/6 race last Sunday, for at Jarama the Real Autom6bil Club de Cataluna held a one-hour GT event. It did not attract a vast

entry, but there was some good quality machinery present. Winner of the race was Spaniard Alex Soler-Roig with his Porsche 907, which explained his absence from the French classic. Second was Jose Jucadella with his Ford GT40 and then came Baturone's Porsche 907 and the Carrera 6 of Portuguese Vila with Nick Gold's Carrera 6 fifth and Barrie Smith's Chevron-FVA B8 sixth.

● After a brief run at Le Mans, Malcolm Guthrie's brand new and very special Ford GT40 will probably not do much more racing until the autumn when Guthrie plans to run it in the Sprinkbok Series. He will also be taking his 5.7-litre Mirage out for the South African races. Drivers will probably be Frank Gardner, Mike Hailwood, Guthrie and South African Formula A Lola pilot Paddy Driver.

John Woolfe



In a fierce and terrible accident in the opening lap of last weekend's Le Mans 24 Hours John Woolfe, one of the friendliest and most entertaining characters in motor racing, was killed, and once again there is that bitter feeling of a gap that has been left in the sport. John was a good friend of all of us on *AUTOSPORT*, and on several occasions contributed reports of Continental sports car races, as well as pieces about Formula 5000 at Riverside and sports car racing at Watkins Glen, which always reflected his sense of humour.

His motor-racing activities, both as driver and entrant, had been diverse and varied over the past three seasons, but in fact he had been in motor racing a lot longer than that. Ten years ago he was racing a Jaguar C-type in British club races with a fair amount of success, and then in 1960 he made quite a name for himself with a Lola-Chimax in which he went very well. There was a period then when British small capacity sports car races usually featured great battles between Woolfe and Alan Rees in Lolas and Roy Pierpoint's Lotus 15.

He also raced a TVR in the early 1960s, but then abandoned racing for flying, and found time to do a lot of canvassing for the Liberal party before the 1964 election.

However, in 1967 he returned to his old passion of motor racing, buying the pair of 7-litre Cobras brought to Europe by Tony Settember and then raced by Bob Burnard.

One he converted into a right-hand-drive road car, and the other he raced with considerable success in club racing. The big left-hand-drive beast was not an easy machine but John used to drive it with spectacular skill and courage, and his battles with more agile cars were always exciting to watch. On one occasion, when the car of a fellow club-racer whom John hardly knew was destroyed by fire at Snetterton John, after winning the race, drove the Cobra round through the spectator enclosures collecting money for him in his crash-hat.

The Cobras were followed by the ex-Sid Taylor/Charles Lucas GT40 and then the Chevron-Reeco B12, which was a special one-off built by Chevrons which he drove in last year's Le Mans with Digby Martland, retiring with a blown head gasket. He also bought the ex-Sid Taylor Lola-Chevrolet Mk 3, and a CanAm McLaren M6B, this year a new Lola Mk 3B was added to the stable, and then when the 4.5-litre Porsche 917 was announced he put his name at the head of the list of customers. The car he crashed at Le Mans was the first one to be delivered to a private owner, and it had just been brought to France for the race straight from Stuttgart.

Six months ago he married Jane Burton—they went away from the wedding in the Chevron-Reeco, which proved quite a traffic-stopper in Grosvenor Square—and because of this 1969 was to have been his last year as an active driver, although he intended to continue as an entrant, and had ambitious plans to set up a professional racing engine shop in this country which was to specialise in Ameri-

can V8 and Formula 5000 units. He also had a strong interest in drag racing, and owned several dragsters, including the well-known *Hustler* and a fantastic Reliant Scimitar GTE with a 7-litre V8 engine.

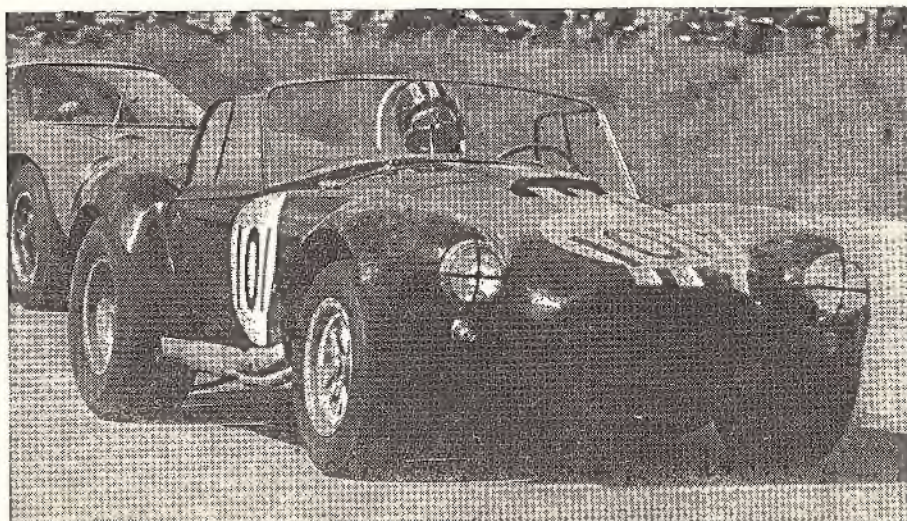
His racing activities were centred around the John Woolfe Racing Organisation headquarters at Eaton Socon, and all his cars were beautifully prepared in his dark blue colours with two broad yellow stripes—based on the horse racing colours of famous Bentley entrant Dorothy Padgett, whom he knew. Between practice and the race at Le Mans he had blue and yellow stripes painted down the middle of his new Porsche.

In private life John, who was 37, was originally in the family wholesale business before becoming a director of an American-controlled food store and then going into property. His attitude to motor racing combined the involvement of the professional with the enthusiastic enjoyment of the amateur; he did not regard himself as a top-line driver by any means, and his programme for his Porsche 917 for the rest of the season was to have included some well-known sports car names as drivers, but he was fascinated by the Le Mans 24 Hours and was keen to do well in it.

It is very sad that this large, friendly man with his large, hairy motorcars will no longer feature on the motor racing scene. To his young wife, his relations and his friends *AUTOSPORT* offers its very deepest sympathies.

The funeral is private, but a memorial service will be held at 6.30 pm next Tuesday at West End Synagogue, Upper Berkeley St, London W1.

SFGT.



John Woolfe in his 7-litre Cobra at Castile Combe in 1967.

● Following a suggestion by Jo Bonnier, Charles Deutsch, former constructor of the aerodynamic CDs and this year race director at Le Mans, called a drivers' meeting to discuss the possibilities of changing the start procedure which many Le Mans drivers consider, very dangerous. One idea suggested, which may well come into being next year, is that the first driver is sitting in the car, already strapped up, and the co-driver has the task of running across the track.

● Budding racing drivers should mark down Monday as a day to watch television, for Thames TV have produced a programme "So you want to be a racing driver?", which will be transmitted at 2.45 pm. The programme is centred around Motor Racing Stables at Brands Hatch.

● Hillclimber Peter Kaye's latest acquisition is the ex-Wille Green Chevron-BRM B5, which the Yorkshireman plans to race in club meetings and hillclimbs. The Derbyshire pilot has taken the ex-Digby Martland Chevron-BMW B8 in part exchange, and he plans a series of G4 and club events for it.

● James Garner's American International Racing team (AIR) will now not use Surtees TS5s in Formula A, as was originally planned under a deal which included sending David Hobbs to drive a car in American races. AIR have now signed an agreement with American Motors and will use AM engines in Eagle chassis; drivers will be Scooter Patrick and Dave Jordan.

● The middle of this week sees the 2 millionth Mini built since the model's introduction in August 1959 leave the Longbridge, Birmingham production line. Lord Stokes, BLMC's chairman, said that the production of the Mini would continue for at least ten years with little major modification.

● Dulon, who have had some Formula Ford success with their LD4C in the hands of Ian Taylor, are on the verge of delivering their first GT car to Bristolian Fred Lyons. This is the LD6, a small twin-cam powered machine featuring a tubular frame with monocoque centre fuel section. This car may be seen in some races in the hands of Taylor and F4 ace Keith Norman.

● STP, who already operate bonus schemes to users of their product in Formula 1, Formula 5000, Formula Ford and Formula Vee, have extended their operation to include Formula 3. Awards will be made at 20 international European events, with payment ranging from \$120 for a win to \$12 for sixth. Further details from Nick Brittan Associates, 34 Gerrard Road, London N1.

● The Festival of Kidderminster this Sunday includes a cavalcade of cars, starting at 2.30 pm from Briars Hotel. Two GT40s, Jaguar C and D-types, Aston Martins and vintage Rolls-Royces will be among those taking part.

● On the Scottish Rally, Don Abrahams had four brand-new Ultragrip 175 x 13 tyres, fitted to 6 ins Minilites, stolen from the roof of the Autoextra Corsair service car. This occurred between 5.30 am and 8.00 am on Friday morning. If anyone connected with the rally saw anything, could they ring Don at 01-373 5242.

● Five-times World Champion Juan Manuel Fangio may drive an Argentinian Torino saloon in the Marathon de la Route at the Nürburgring in August.

● GT40 pilot Peter Sadler had a spot of bother recently when he took a pot shot at a burglar prowling round his house. For his actions he landed up in court, where the sympathetic magistrate said he could be called "a benefactor to the community" as the felon

was caught, but under British law he was technically guilty, and thus fined a fiver. The burglar, who rejoiced in the business name of Friday Night Fred, is now in jail.

Single-seater championships

Following the Silverstone Sunday meeting, Mike Walker is fast closing up on Keith Holland for second place in the Guards F5000 championship. Positions are as follows:

1. Peter Gethin (McLaren M10A), 2050 points;
2. Keith Holland (Lola T142), 1055;
3. Mike Walker (Lola T142), 1015;
4. Willie Forbes (Lola T142), 780;
5. David Hobbs (TS5), 775;
6. Robs Lamplough (Lotus 43 and 41C), 870;
7. Doug Hardwick (Lola T142), 580;
8. Ulf Norinder (Lola T142), 650;
9. Andrea de Adamich (TS5), 365;
10. Frank Gardner (Lola T142) and Alan Rollinson (Brabham BT30), 350.

The rather poorly supported Lombank F3 championship has not attracted many of the big names who did the early season rounds, but after Sunday's Brands Hatch Alan Rollinson still holds a commanding lead over Tim Schenken, both of whom have missed the last couple of rounds. Positions are:

1. Alan Rollinson (Brabham BT21B), 49 points;
2. Tim Schenken (Brabham BT28), 27;
3. Richard Scott (Brabham BT21), 21;
4. Barrie Maskell (Chevron 89), 17;
5. Keith Jupp (Brabham BT28), 15;
6. Roy Pike (Lotus 59), 14.

Despite only managing to climb to sixth place from a lowly grid position at Silverstone on Sunday, Dave Walker has a healthy lead over his team-mate Mo Harness in the Les Leston FF championship. The current standings are:

1. Dave Walker (Lotus 51), 51 points;
2. Mo Harness (Lotus 51), 31;
3. Ray Allen (Merlyn Mk 11A), 24;
4. Tony Trimmer (Titan Mk 4) and Ian Ashley (Alexis Mk 15), 22;
5. Ian Foster (Merlyn Mk 11), 19;
6. Emerson Fittipaldi (Merlyn Mk 11A), 16;
7. Tony Dron (Titan Mk 4), 13;
8. John Elliott (Merlyn Mk 11A), 12;
9. Kevin Glynn (Royale RP1 and Merlyn Mk 11A), 7.

Correspondence

A word of thanks

BEFORE we leave for our home in Australia we would like to express our appreciation to all who were the friends of our son Paul. For all your kindness and loyalty to him during his years in Great Britain, we are most grateful.

The attendance at his funeral and the beautiful floral tributes, your kind words of sympathy and declared memories of association with Paul, fill our hearts with gratitude and thanks that Paul lived and departed with so many wonderful friends. We could not write to you all or visit you all but we thank you all.

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Prod sport facts

IT is unwise of Mr Ashley-Brown to base his advice to race organisers (Correspondence, June 6), upon a "known fact" which a little homework should have shown to be no such thing.

The excellent lap record tables in AUTOSPORT of February 7 1969, which I carefully keep up to date, detail records for all four of the recognised prod sports classes on 15 British circuits. On only five is the 2001-3000 cc record the slowest; on one it is the outright fastest, and on two it equals the outright prod sports record. How then can Mr Ashley-Brown justify his "known fact" that on the majority of British circuits cars in this class are slower than those in any other prod sports class?

Furthermore, Mr Ashley-Brown quite overlooks the vital point about the numbers of cars entered in each class. On the larger circuits, eg Oulton Park, Silverstone, Snetterton and Brands GP, it is possible to achieve the ideal and run all four classes together, but the Brands club circuit carries a limit of 20 starters. In a typical meeting (in which Mr Ashley-Brown was entered recently), the Mini-Se7en MC's on May 25, the programme entries in each class were up to 1150 cc:

13; 1151-2000 cc: 5; 2001-3000 cc: 9; over 3000 cc: 6. To adopt Mr Ashley-Brown's suggestion and combine the up to 1150 and 2001-3000 cc classes would have meant excluding two cars. It is true that the non-starters (including Mr Ashley-Brown) would in the event have made such a combination possible, but organisers must work on the assumption that entrants will honour their contract and turn up to race.

Finally, may I echo Mr Sutherland's comments about the marvellous racing which the combination of the smaller classes does produce? NORTHAMPTON.

JOHN GORI.

TV coverage at Le Mans

I WANT to put on record my absolute disgust at the so-called coverage which BBC Television attempted to give of the Le Mans 24 Hours race last weekend. I say attempted, because I do not honestly feel that the four snatches of 10-min broadcasts—none of which were apparently live—even justified their showing on television. Full marks, however, to the radio coverage and to Reliable Robin Richards.

My complaints about that television coverage are as follows:

1. The recorded start was shown 25 mins late, thanks to a horse race and a day-old recording of the TT. By the time it was shown the BBC must have known it was poor John Woolfe who died in that dreadful fire, but we were told nothing.
2. At lunchtime on Sunday we had a 10-min recording of "current" positions—but they were an hour old by the time they were shown, and completely useless, as at the time of recording there was only 45 secs between the first- and second-placed cars.
3. The finish was shown 55 mins after it had happened, yet the BBC were quite unable to tell us who had won. There were some vague mutterings from Raymond Baxter about the distance-travelled rule, but neither he nor the studio could give us official results an hour after the race had ended. Incredible! The last straw was when we were shown Jackie Oliver being deluged with champagne (I assumed from this that the British car might have won). Baxter described him as Jean-Pierre Beltoise being congratulated by fellow countrymen on finishing. "We can't see the winners, unfortunately."

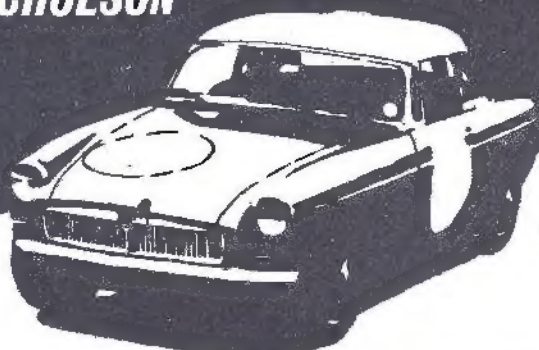
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MARK COLE.

The editor is not bound to agree with opinions expressed by readers.

AUTOSPORT, JUNE 20, 1969

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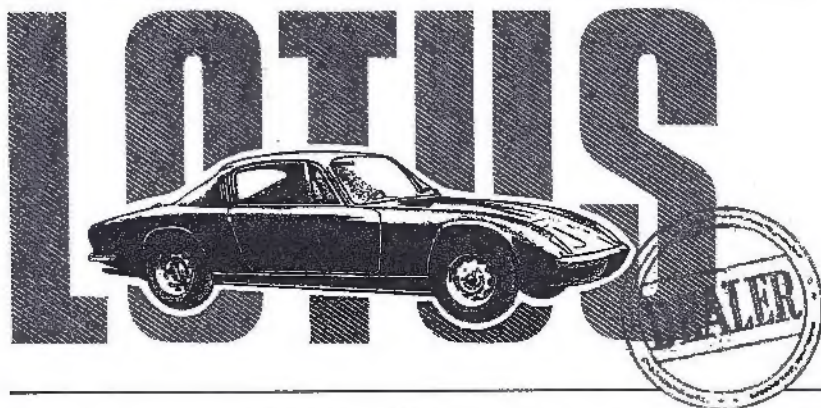
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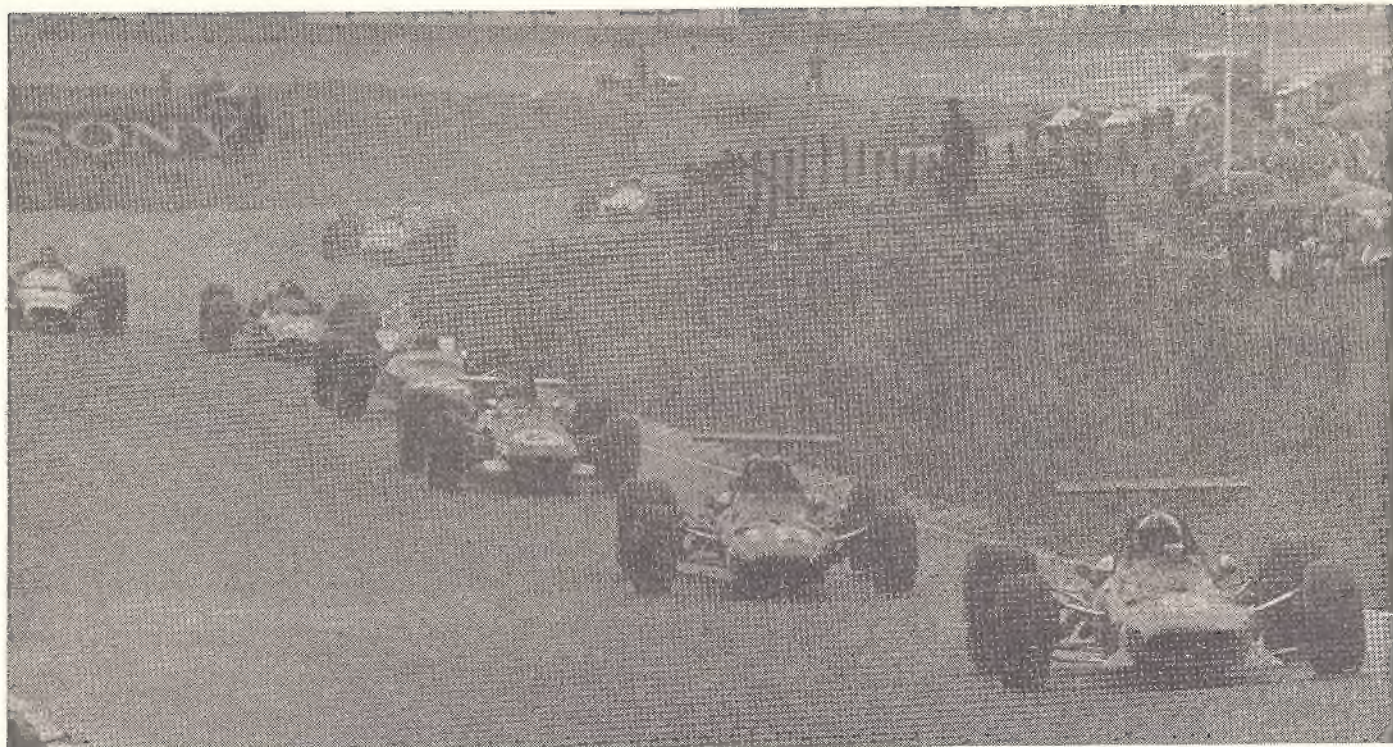
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The Ferraris of Chris Amon and Jacky Ickx, Jochen Rindt's Brabham and Jo Siffert's Lotus lead the field during last year's wet race.

World Championship, round 4

The start of a new era

By JUSTIN HALER

THE World Championship circus moves this weekend to the fast and demanding Zandvoort track, set in the famous sand dunes of the Dutch sea-side town, for Saturday's fourth round of this year's series. Recent GPs have seen a lack of technical innovation, as most teams were putting their efforts into getting aerofoils to work efficiently and stay on. Now, however, the ban on aerofoils has accelerated work by various teams to ready their new cars, and with four-wheel-drive machines due from three marques, this year's Dutch GP could well prove to be the most technically interesting for several seasons.

Heading the list will be Lotus, who will have regular pilots **Graham Hill** and **Jochen Rindt** on hand. Lotus have been working flat out to complete two of their new Type 63 4wd machines. Little has been heard of these, although the *Sunday Times* carried an artist's impression some weeks ago, but they are known to be much lower, longer and neater than the 49Bs. However, even if they are readied in time, they will be an unknown quantity, and the Gold Leaf *équipe* will take two of their regular 49Bs along as well. Backing up the works team will be the Rob Walker/Jack Durlacher 49B for **Jo Siffert**, in the same trim as at Monaco save for a repaired nosecone.

Another team who have started work on their four-wheel-drive project is Ken Tyrrell's Matra International. Tyrrell has recently been running the new space frame MS84 four-wheel-drive car at Zandvoort in comparative tests with the team's regular MS80. **Jackie Stewart** had lapped the MS80 at around the 1 m 22 s mark, recording times just around 0.5 sec slower with the MS84. Thus there is hope that this new space-

frame car will race, although with Stewart out to hold on to his slender championship lead, **Jean-Pierre Beltoise** may well give the new car its debut.

McLaren Cars are the third team who have been hurrying to get their new 4wd M9A raceworthy, and they have been having a particularly crowded time because of their CamAm ventures. If tests have proved the M9A to be both quick and reliable enough, it will be in the hands of **Denny Hulme** for the race; if not **Bruce McLaren** will drive it. Ah being well Bruce will be in his F5000-monocoque based M7C, while the completion of an M9A has meant that McLaren has now released his "side-tank" M7B to Colin Crabbe's Antique Automobiles team, who will run it for **Vic Elford**.

Perhaps all this experimentation with unpredictable new machinery will favour the Brabham camp, who are bringing along their usual BT26As for **Jack Brabham** and **Jacky Ickx**. These will be unchanged save for some aerodynamic tail sections, although the Byfleet men are working flat out to ready their first monocoque F1 car, the BT33, which could be ready in time for the British GP in July. A third car which will be in the running will be the Frank Williams BT26 for **Piers Courage**. **Silvio Moser** will also be Brabham-mounted, having his second outing in the ex-Courage Charles Vogele BT24.

Leading the opposition to the Ford DFV-powered brigade will be BRM, whose hopes are largely centred around their new P139 car. This is an all-new full aluminium monocoque of tubular shape, the theory being that a uniform section provides maximum rigidity. The P139 can accommodate 45 gallons of fuel as opposed to 38 for the P138, to cater for the very thirsty 48-valve

engine. The suspension is based on that of the old car, although live stub axles replace live hubs at the front and the steering geometry has been altered. There is a sloping radiator at the front and the lubrication system has been revised. The car is on 13 ins front and 15 ins rear wheels. Lucas have been working closely with BRM since Monaco and believe that they have made the 48-valver a much more reliable unit, with an extra 300 rpm, having cured some ignition and fuel injection bothers. Both **John Surtees** and **Jack Oliver** have tested this car and two P138s at Zandvoort, putting in over 200 laps. No engines were blown up, and the only trouble found on the P139 was that the sump bottomed badly with full fuel tanks. This was cured, and Oliver was lapping in the 1 m 23 s bracket, which is only 1 sec behind Stewart's times with the well-proven Matra MS80. Thus Surtees will drive P139/01 in the race, with Oliver in a P138 and another P138 on hand as a spare.

Tim Parnell's old P126 BRM is now being fitted with a 48-valve V12 and so for this one race only the Yorkshireman has released **Pedro Rodriguez** from his contract to join **Chris Amon** in the Ferrari team. SEFAC are expected to arrive with their usual 0017 for Amon, and the car which Derek Bell drove at the *Daily Express* Silverstone event earlier this year for Mexican Pete.

That, then, is the line-up. Last year's race was a gift for Stewart in the Matra MS10 in appalling conditions, but with the weather looking like staying dry, and so many new ideas being tried, it could be anyone's race.

For latest news of the Zandvoort entry, see *Pit and Paddock* on page 2.

Championship positions before Zandvoort

	pts
1. Jackie Stewart	18
2. Graham Hill	15
3. Bruce McLaren	10
4. Denny Hulme	8
5. Jo Siffert	7
6. Piers Courage	6
7. Jean-Pierre Beltoise	5
8. Richard Attwood	3
9. John Surtees	2
10. Jacky Ickx	1



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Brian Hart's winning Brabham BT23C leads the Lola-BMW T102 of Hubert Hahne, the BT30 of Peter Westbury and the BT23C of Xavier Perrot during their long struggle for the lead

Hart takes Hockenheim

Brian Hart (Brabham BT23C) scores a good win over Hubert Hahne (Lola-BMW) and the BT30 of Peter Westbury — Bill Ivy (Brabham) leads, then retires

Story and pictures by PAUL WATSON

IT does the heart good to see a real trier win a big race. At Hockenheim last Sunday Brian "Nasher" Hart brought the Bob Gerard Brabham BT23C home first after a race-long duel with the Brabhams of Peter Westbury and Xavier Perrot and the BMW of Hubert Hahne. Hart used his head from start to finish and thoroughly deserved his win; it was his first serious race of the year.

Billy Ivy (Brabham BT23C) dominated the first half of the race, pulling out an immediate lead in defiance of the usual Hockenheim slipstream. Finally he was hauled in by his pursuers, and then retired with gear selection troubles. Hahne was second after leading for four of the last nine laps, with Peter Westbury (Felday Brabham BT30) third and a much improved Xavier Perrot fourth in his recently acquired BT23C. A mere 1.2 secs covered the first four finishers.

Neither of the Winkelmann Lotus 59Bs showed much form in the hands of John Miles and Roy Pike, finishing fifth and seventh and split by Graham Birrell in the Ecurie Ecosse BT23C. Once again a massive crowd watched the event, held in fine weather on this highly spectacular circuit.

ENTRY

ON the same day as F2 Rhine Cup at Hockenheim there was a sports car race in France which accounted for many absentees (the Matra team, Courage, Ahrens, Siffert, Widdows and Guthrie for example). However, two BMWs were entered by the factory for Hubert Hahne and the Austrian Dieter Quester; Quester had the Dornier-built car that first appeared in the Eifelrennen back in April, while Hahne was in a completely new car, which differed little from the other, apart from a narrower cockpit and the fire extinguisher mounted differently. Winkelmann Racing brought along their two usual Lotus 59Bs, with Roy Pike and John Miles standing in for Rindt and Hill and having their second crack at these cars. Pike, who raced a 59B at the same circuit in April, had Jochen's car, while Miles, who was so unlucky at Madrid, had Hill's. The only other true factory team was Constructions

Mécanique Pygmée, with their two Pygmée MDB12s for Patrick Dal Bo, the son of the owner of Pygmées in Annecy, and driver Eric Offenstadt. Both had redesigned noses to assist cooling, making their front ends look very BMW-like, although the high centre and rear sections of these short, narrow cars are still most distinctive.

Tecno did not enter their works cars, so their flag was being flown by three very mixed independent drivers, among them the Viennese Formula Vee king Gunter Huber, who was having his second-ever Formula 2 ride, his first having been in Perrot's Brabham BT23 at Langenlebam last year where he put up a fairly impressive show. Now he was in Max Busch's car which Busch crashed at Thruxton on Easter Monday, Zurich garage owner Busch has rebuilt the car for Huber for this and several other races, Huber having originally been promised a ride by Perrot in the BT23C which was later withdrawn. Of the other Tecnos, the Swiss Bruno Frey had the 1969 Midland Racing Team

entry, and German ex-Formula 3 Lotus 41 driver Roland Binder another.

Bar one car, the remainder of the entry was entirely Brabham, with no fewer than seven BT23Cs, one BT30 and Werner Lundermann in his old ex-Mitter BT23. The only BT30 present was Peter Westbury's BT30/2, miraculously rebuilt in record time following its practice shunt at Zolder. In BT23Cs were the sensational Billy Ivy and the highly promising New Zealander Graham McRae, who had gone very well at Zolder the previous weekend. Bob Gerard had his smart ex-Guthrie BT23C, this time entered for Brian Hart as Robin Widdows was busy driving a Group 6 Matra at Le Mans. Gerard also brought along his Merlyn Mk 12A for Peter Gaydon, who drove for Gerard at Hockenheim once last year.

Ecurie Ecosse were present with their ex-Rindt BT23C for Scottish hope Graham Birrell, who is showing signs of improvement. The jovial and highly likeable Swiss Xavier Perrot was also there, delighted with his recently purchased ex-Cupeiro BT23C, which has been painted Perrot's yellow but with a multi-coloured nose-band. The German Bernd Terbeck had his ex-Ahrens BT23C, as usual extremely well turned out, and former grass track motorbike champion Don Godden had his ex-Lythgoe Alan Mann-entered BT23C. Godden, having only his second F2 race, lacks experience, and would have been better advised to try Formula 3 racing before moving into the tough world of Formula 2.

PRACTICE

PRACTICE for the Rhine Cup was a leisurely affair, and started on Friday with an unofficial session in the afternoon. For most people it was a "slow" day, with few drivers getting lower than 2 m 3 s, although Ivy claimed a 2 m 0.2 s.

On Saturday morning 18 cars were out, the absentee being Offenstadt who was having an engine change in the paddock. Hahne was also in trouble with the new BMW and never got a flying lap timed, while Westbury and Ivy tied for fastest time in 2 m 1.4 s with their Brabhams. The Austrian Huber was given 2 m 1.6 s, but this time was generally considered to be rather optimistic for such a badly prepared car, although Huber himself shows considerable promise. He was also seen to take a short cut in the infield on one occasion which could have accounted for this time!

Most times were little faster in the afternoon, although Peter Westbury did manage to bring his down 1 sec to 2 m 0.4 s with the help of a massive tow. Once this time had been achieved Westbury nipped into the pits again to spend the rest of the session watching for any possible claim on his pole position. He needn't have worried, for nobody got anywhere near it, the best time coming from Ivy who improved fractionally to 2 m 1.1 s for centre position on the front row. Huber's 2 m 1.6 s remained good enough for outside place on that row, although he was challenged strongly by Perrot at 2 m 1.7 s with the Squadra Tartaruga Brabham. Eric Offenstadt finally got out with his number on the side of Dal Bo's car, while his mechanics finished off fitting a loaned Winkelmann engine to the Pygmée.

Bruno Frey got up onto the third row, and Gaydon showed a tidy pace in the old Merlyn, lapping the light green car in 2 m 2.8 s. Both BMWs were disappointingly slow, suffering from lack of power in both cases, and sorting bothers on Hahne's new car. After practice the BMW transporter left for Munich, and on race morning it had returned with one of the Lola T102s for Hahne as a replacement for the new and unsorted Dornier car.

RACE

THE 30-lap Rhine Cup race followed a 15-lap event for up to 2000 cc saloon cars, which was won by the Swiss Alfa GTA driver Joe Kretsch from similar German-entered cars of Mass and Gundel. The 1300 class included the British Leyland Minis of John Rhodes and John Handley, but they had tough opposition from a number of devastatingly quick Alfa 1300 Juniors. Needless to say Schuler's Alfa won the class from Dieter Mohr, with Rhodes third and sixth overall after a tremendous demonstration of how to make up in driving ability for lack of steam. After passing Mohr on all sides on numerous occasions, the Midlander was finally beaten to the line by 1.4 secs. Stenzel's Alfa was fourth in the class, followed by Handley. Christian Schmarje also put up a fine show in a Hamburg-entered Cooper S, but fell back in the closing stages with a shattered (non-laminated) windscreen.

Westbury (Brabham) 2 m 0.4 s	VV (Brabham) 2 m 1.1 s	Huber (Tecno) 2 m 1.6 s
Perrot (Brabham) 2 m 1.7 s		Miles (Lotus) 2 m 2.2 s
McRae (Brabham) 2 m 2.5 s	Frey (Tecno) 2 m 2.7 s	Hart (Brabham) 2 m 2.8 s
Birrell (Brabham) 2 m 2.8 s		Gaydon (Merlyn) 2 m 2.8 s
Pike (Lotus) 2 m 3.4 s	Quester (BMW) 2 m 3.6 s	Terbeck (Brabham) 2 m 3.8 s
Dal Bo (Pygmée) 2 m 3.8 s		Hahne (BMW) 2 m 4.9 s
Binder (Tecno) 2 m 5.7 s	Lindemann (Brabham) 2 m 7.1 s	Godden (Brabham) 2 m 12.3 s
		Offenstadt (Pygmée) 2 m 17.4 s

Nineteen cars lined up for the F2 race, and after one warming up lap the flag was dropped, releasing 16 of them but leaving Quester, Frey and Offenstadt on the line. All three finally got away. Frey without first gear, Quester a lap down with no clutch and Offenstadt also in clutch trouble.

Ivy had vowed to avoid the inevitable Hockenheim slipstream, and avoid it he did, for as the cars re-entered the stadium after one lap, Billy had a small but decisive lead over his adversaries. Following Ivy came Miles, then Hahne from Westbury, Gaydon in fifth place, Hart, Huber, Birrell, Binder, Perrot, Terbeck, McRae (who had a slipping clutch off the line) and the rest, with both Pygmées already in trouble with their mechanical fuel pumps, Offenstadt having experienced this in the paddock while trying to warm up for the start.

After two laps Ivy led by the same small but safe margin and Westbury was up to second, followed by Hart, Hahne, Miles, Gaydon, Birrell, Pike, Perrot, Binder and McRae. Terbeck retired with clutch trouble, Lindemann for similar reasons, and Dal Bo with fuel pump failure, while Quester rejoined the race a lap down, tagging on immediately to Ivy and making it look—falsely, but to the crowd's delight—as though a BMW were challenging the Brabham for the lead. By the third lap Hart and Hahne had exchanged places in favour of the German and Gaydon had begun to fall back, being passed by Birrell, and a lap later by Perrot and Pike. Huber's engine blew coming out of the woods, depositing a great deal of oil round the circuit, and Offenstadt was in the pits with the same fuel pressure trouble that had caused Dal Bo's retirement.

There seemed no catching little Billy Ivy, although he was not really gaining much on his rivals, there was nothing the others could do to pick up his tow. Hahne had meanwhile established himself as usual leader of the following bunch in spite of constant threats by Westbury in particular, so that after 11 laps a small bunch comprising Hahne, Westbury,

Hart and Perrot had pulled right away, leaving a rather dejected Miles to dice it out with Birrell for sixth spot, and an even more dejected Pike to settle for a lonely run in eighth place. Gaydon and Binder were locked in combat for ninth, followed by stragglers Frey, whose lack of first gear at the start had prevented him repeating his good practice performance, McRae and Godden. New Zealander McRae had been picking up places and time well, but dropped back when he hit an oil patch deposited by Huber coming into the stadium for the eighth time, going straight on for some way before regaining the straight and narrow. Quester had also given up the struggle with his clutch trouble.

By the 15th lap Ivy's lead was seen to be dwindling bit by bit, for the pursuing quartet were towing themselves nearer the Brabham, led mostly by Hahne and once by Hart. By lap 17 half a second a lap was coming off Ivy's advantage, and by the 20th Billy's pursuers were right on him. On the 22nd lap Hahne entered the stadium first, and a terrific surge rippled through the crowd to greet the white car as it came into view; Ivy was still there in second place, with Hart third, Westbury fourth and Perrot a gallant fifth and driving the race of his life.

Two laps earlier Gaydon had locked up and spun going into the left-hand Sachs Curve, stopping facing the way he had come and with a dead battery making it impossible to re-start. He leapt out and made straight for the pits to fetch a replacement battery, while the marshals hardly moved the car from its dangerous position on the right of the corner. A few laps later the inevitable happened when Binder arrived with his throttle slides jammed open; the Tecno went straight on, slamming into the Merlyn and then, together with Gaydon's car, into the retaining wall at a great rate of knots and collecting two marshals. Both cars were badly damaged, the marshals were severely injured, and Binder suffered a broken right leg.

While the police cleared away the scores of spectators who had flooded over the wall to peer at the two damaged cars, Billy Ivy slipped back into the lead for one last lap. However, by the 24th he was down to fourth place behind Hahne, Westbury and Hart, climbing back briefly to second on the 25th and then stopping just after the first right-hander with a broken gear selection rod—cruel luck after a fine drive.

Hubert Hahne now led for the 24th and 25th laps. On the 26th Westbury moved into the lead for the first time, but was replaced by Hahne on the 27th and the crowd went wild with excitement as they realised that a

BMW might win. Behind Hahne and Westbury, Brian Hart played a waiting game, looking for his chance, while Perrot made no attempt to better his already commendable position, more anxious to ensure that he finished no lower than fourth. The 28th lap was Westbury's, but a new leader appeared on the 29th, with Brian Hart entering the stadium first with Westbury behind and then Hahne and Perrot third and fourth. It seemed at last that "Nosher" Hart was in with a chance, and when for the last time he entered the stadium still in the lead it seemed that nothing would stop him from scoring his best win ever and his first 1600 F2 victory.

With Hahne now ahead of Westbury and pushing Hart very hard it became clear that the slightest mistake would see the BMW through, but Brian kept his head and, although Hahne tried to pull alongside as the cars rushed for the line, it was still the vivid green Brabham of Hart that crossed the line first. Just 1.2 secs covered the first four cars, with Westbury third and Perrot a delighted fourth. After these four there was a gap of nearly 50 secs before Miles came in a disappointing fifth after a race-long struggle with the Scot Birrell, who was sixth. Roy Pike was seventh and the last driver to go the whole distance, while Frey finished one lap down and McRae and Godden two down. McRae had had a race full of personal excitements, leaving the circuit at various points after his first excursion on the oil. Fastest lap went to Brian Hart in 2 m 1.3 s, some way off the F2 lap record. A couple of years back, in fact, Hart actually held the Hockenheim lap record in the 59s.

Rhine Cup Race, Hockenheim, June 16 30 laps, 203 kms

1. Brian Hart (Brabham-FVA BT23C), 1 h 2 m 2.5 s, 198.3 kph.
2. Hubert Hahne (Lotus-BMW T102), 1 h 2 m 2.8 s.
3. Peter Westbury (Brabham-FVA BT30), 1 h 2 m 3.4 s.
4. Xavier Perrot (Brabham-FVA BT23C), 1 h 2 m 3.7 s.
5. John Miles (Lotus-FVA 508), 1 h 2 m 52.4 s.
6. Graham Brown (Brabham-FVA BT23C), 1 h 2 m 53.1 s.
7. Roy Pike (Lotus-FVA 508), 1 h 3 m 42.1 s, 8.

Retirements: Bernd Terbeck (Brabham-FVA BT23C), clutch, lap 2; Patrick Dal Bo (Pygmée-FVA MDB12), mechanical fuel pump, lap 2; Werner Lindemann (Brabham-FVA BT23), clutch, lap 2; Gunter Huber (Tecno-FVA) engine, lap 3; Eric Offenstadt (Pygmée-FVA MDB12) mechanical fuel pump, ap 6; Dieter Quester (BMW), clutch, ap 9; Peter Gaydon (Merlyn-FVA Mk 12A), spun, unable to restart, ap 18; Ro and Binder (Tecno-FVA), accident, lap 20; B I Ivy (Brabham-FVA BT23C), gear linkage, ap 25.



After pulling away for 22 laps, Bill Ivy (BT23C) dropped back and retired with gearbox trouble. Here he dices with Dieter Quester's BMW, a lap down after a pitstop.



COCKPIT CAMEO

BARRIE MASKELL

"Racing is very much a state of mind. I used to hate Snetterton after finishing last in my first race there, but now I think the place is great."

By IAN TITCHMARSH

NICK Brittan, Roger Keele, Bex Bond and the late Chris Lambert all arrived in the world of motor racing with tales of their karting deeds ringing in our ears, but the successes of Barrie Maskell in this form of motor sport have passed unnoticed, which is strange for someone who was once ranked eighth in the world. This may have something to do with Barrie's natural reluctance to talk about himself and, living in Leeds, he is unable to chat up those with influence on the London/Brands Hatch scene. The fact that this Yorkshireman has talent does not need the evidence of karting statistics in support, and his recent drives in Formula 3 in the ex-Tim Schenken/Sports Motors Chevron B9 have shown that, with a little bit of luck, he could make quite a name for himself.

Maskell is just old enough to have qualified for National Service, which he was fulfilling round about 1961 in the Shetlands when something went wrong with the Early Warning System in that part of Britain's defensive network. The next thing Barrie knew, he was clapped in jail as a Russian spy and being interrogated by some Ministry Inspectors "who knew everything about me: the colour of my hair, where I bought my fish and chips, the lot." For the rest of his RAF career he was suspended from duty, but came demob time and young Maskell was able to return to Yorkshire without a blot on his character and completely exonerated, since

the Ministry sleuths had got round to unearthing the real culprits.

No sooner freed than Barrie was whisked into hospital for tonsil extraction, "and when I came out me dad bought me a kart. We thought it would be a good idea to race it, but when we got to the first race meeting we discovered we had put the engine on the wrong side!" Clearly a worthless vehicle, it was quickly replaced by successive Fastakarts with Villiers and then Bultaco engines, and soon our hero was scintillating all over the country against the famous and the infamous including Brittan, Lambert and Roy James, who was Barrie's teammate in the British team in 1962.

In the North Maskell and fellow Yorkshireman Tony Dean became the scourge of the kart tracks. "I used to toddle round quite happily on my own and then I'd come up with Dean; everything was forgotten, straw bales went flying and we'd have ourselves a right old curve-up." On a certain occasion at Sealand the two lads turned up late for practice, and proceeded to annex the front row of the grid after only three laps. Subsequent investigation by demoralised adversaries revealed that the straw bale-lined, and presumably sparsely-marshalled, circuit was very amenable to bisection. "We got a bit of a reputation after that, but we only did it that once."

By this time motor racing had become

attractive and Barrie went and bought a Mini-Cooper. "This was the biggest mistake I ever made, three weeks later BMC brought out the 1071 Cooper S." The car was tweaked a bit, "we paid some bloke £190 to lower the suspension and then discovered it could have been done for a lot less," and the Northern tracks were visited with little joy. "I did beat Jim Clark's Lotus Cortina once, though. It was the Oulton Gold Cup meeting and I'd calculated that he would lap me three times; in fact he only did it twice!" This car is summed up as "absolute rubbish" and its successor, an 1192 cc Mini, as "even more absolute rubbish."

Not particularly enamoured of motor racing, Barrie promptly bought another kart and entered the British Championships. "We were leading the first heat when I went straight over the banking into the car park, and we never did get all the cinders out of the engine after that." Disenchanted with anything on four wheels, Maskell "tried bowling, but soon got bored," followed by motor-cycle scrambling, "but we wore the bike out practising, and everything had to be held together with wire."

Meanwhile, Barrie had fallen out with his father, in whose motor business he had been working, and had set up on his own with £11. "I went to the dog track one night and met a bloke who offered to lend me £300, so I started buying and selling cars." The competitive urge was still there and when he went to Monaco with Tony Dean in 1965 "I was so fired up with motor racing that I worked a bit harder and at the end of 1966 brought a brand new F3 Brabham BT15, not knowing that the F2 type BT18 was the chassis to have. We went to Mallory on Boxing Day and finished seventh; it was the first time I'd ever polished a racing car and taken it seriously."

Although now much more organised in his approach, Maskell found that by 1967 the BT15 was at a disadvantage against the BT18s and 21s, and the best he managed was a second at Mallory behind Peter Gaydon. Moreover, no attempt was ever made to sort the car's handling and Barrie just leapt in and drove it as best he could. A new BT21B was ordered for 1968, but this was not ready until July and when it was it went through six cws in a very short time.

In between times Barrie had been showing as much speed as any of the other coming-men, but at the end of 1968 he was ready to chuck it in. Then one day he was discussing with Rodney Bloor, with whom he deals a lot within the motor trade, the price which Rodney should ask for the Schenken Chevron. "On an impulse I bought the thing, and the next thing that happened was that Castrol were on the phone wanting to exhibit the car at the Racing Car Show." The fee from Castrol and the sale of the BT21B ensured that 1969 started on a much sounder financial basis than before, as well as having a car which was expertly set up. An R69 Holbay motor was bought with the Castrol money, and over the Easter weekend Barrie had a fourth at Snetterton in International company and a very close second to Alan Robinson at Mallory Park.

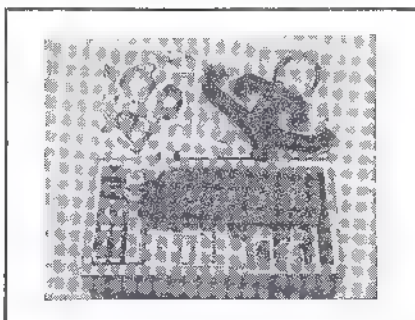
"Racing is very much a state of mind. I used to hate Snetterton after finishing last in my first race there in the 15, but on Good Friday my times were down below the old lap record, and now I think the place is great." However, Barrie describes himself as very much a "Friday night racer" for although he has returned to his father's business, of which he is now a director, the whole week is taken up with buying cars for stock and the Chevron does not receive as much attention as ideally it should. Later this year he hopes to make his first trips abroad, to Rouen and Clermont-Ferrand, and these two testing circuits should provide some of the extra variety and experience which his talent needs so that it can develop.



Barrie in the ex-Tim Schenken Sports Motors, R69 Holbay powered Chevron B9 at Oulton Park.

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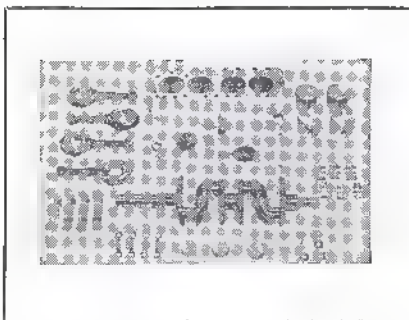
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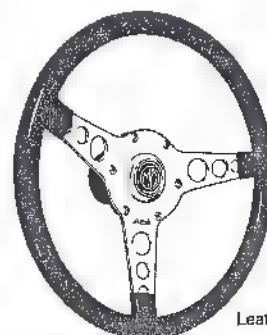
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Roy Ashford's MGB leads the pursuit of Tony Shaw's winning E-type on lap 1 of the prod sports race at Campbell

Mixed bag at Thruxton

By ROBERT FARNALL

AMID autocrosses, autotests, gymkanas and the like, the BARC ran three eight-lap car races in the speed fair at Thruxton last Sunday. The relatively large crowd seemed to enjoy the variation of motor sport and, the actual motor racing was well-supported and competitive.

Following a high-speed "demonstration" of historic and London Sydney Marathon cars, in which Clerk of Course Grahame White was black-flagged for "overtaking on a dangerous line and not observing flag signals" (1), there was an entertaining kart race, won by Chris Merlin at over 80 mph.

Tony Shaw, who was trying new mods on his wide Firestone-shod E-type, including big valves and a full race clutch, occupied pole position for the first car race, with Roy Ashford's MGB and Lynden Thorne's Mick Dickin/Lubysil Spridget alongside. Local hero Shaw was completely untouchable, despite a misfiring engine, and soon pulled out a 10-sec advantage, extending it to 25 secs by the end and lapping within 1 sec of John Quick's 94 mph record. For second spot Thorne and Stewart Hands, having his first race of the year in Nigel Kerr's Healey 3000 as his own is still not ready, exchanged places frequently

until the superior power of the Healey gave Hands second position; both won their classes. Ted Worswick, having his first race at Thruxton, held off Ashford's MGB to take fourth with his narrow-tyred E-type. Well behind, there was a six-cornered duel for sixth finally resolved in Mike Bundy's favour (Sprite), from Gerry Bagshaw's Willmet Cobra, John Northcroft's 1150 class-winning Midget and Alan Harvey's Dickin Midget, after the MGBs of Bob Shellard and Anthony Binnington had separate spins at Campbell.

Nearly every Formula Vee car in the country descended on Thruxton for their financings round and, with championship leader Steve Matchett's Goodyear-shod Austro Vee on pole, the race was a foregone conclusion. Matchett soon showed his superiority by coolly pulling out a 20 secs lead over a battling Mike Hayselden (Monaco) and Fred Saunders (Austro), after the latter made a visit behind the marshal's post at Cobb on the opening lap. While Matchett went on his winning way, breaking the long-standing FV record in the process, Saunders edged ahead of Hayselden and just made it to the flag first, although both were credited with the same time. Graham Meek finished a lonely fourth

with his Sebring ahead of David Ross, who had put his Express through the sign at Club on the first lap.

The anticipated repeat of the Longman, Mabbs Thruxton thriller unfortunately failed to materialise, for Longman decided to go to Silverstone, but still a first-rate field of saloons appeared. On pole was Terry Sanger's G5 Falcon, flanked by Dennis Leech's Gurney-Weslake Falcon and Mabbs in the Janspeed Mini. From the start Leech took a handsome lead with Sanger, who had replaced a fractured radiator 5 mins before the start, Mabbs and Chris Inch's Cooper S giving hot pursuit. However, after three laps one of Leech's tyres began to deflate and he retired, and Sanger moved ahead, with Mabbs almost alongside trying everything to pass the Falcon, and dropping Inch in the process; however, the jovial westcountryman scored his first victory with the Falcon by 0.6 sec. Woodman's fuel-injected Escort finished a comfortable third, despite fluctuating oil pressure, while the fifth-place battle between the Minis of Cyril Willmott and John Francis ended with Francis hitting the bank at Campbell and Willmott having a *contretemps* with a tail-ender at Cobb, leaving John Burbiago's Vagantane Escort TC fifth, despite having no second gear, just ahead of Austair McHardy's 1-litre class-winning Imp.

To conclude the motor racing Graham Hill completed six laps with the acrofoil-less works Lotus 49T (chassis number 10, the Monaco GP-winning car). His best time was 1 m 16.8 s, 110.44 mph, way outside Jochen Rindt's F2 record of 1 m 14.0 s.

Production sports car up to 1150 cc, 1151 to 2000 cc, 2001 to 3000 cc and over 3000 cc (8 laps): 1. A. Shaw (3.8 Jaguar E), 12 m 25.8 s, 81 mph; 2. S. Hands (3.0 Austro-Healey 3000); 3. L. Thorne (1.3 Austin-Healey Sprite); **Fastest lap:** Shaw, 1 m 30.2 s, 94.3 mph. **Class winners:** J. Northcroft (1.1 MG Midget), Thorne, Hands and Shaw.

Financings Formula Vee Championship round (8 laps): 1. S. Matchett (Austro), 12 m 47.8 s, 88.37 mph; 2. F. Saunders (Austro); 3. M. Hayselden (Monaco); 4. G. Meek (Sebring). **Fastest lap:** Matchett, 1 m 33.8 s, 80.42 mph (record).

Saloons up to 850 cc, 851 to 1000 cc, 1001 to 1300 cc and over 1300 cc (8 laps): 1. T. Sanger (4.7 Ford Falcon), 12 m 34.2 s, 89.97 mph; 2. G. Mabbs (1.3 Mini-Cooper S); 3. C. Inch (1.3 Mini-Cooper S). **Fastest lap:** Inch and Mabbs, 1 m 32.6 s, 91.59 mph. **Class winners:** M. Adams (848 Hillman Imp), A. McHardy (1.0 Hillman Imp), Mabbs and Sanger.

AUTOSPORT DIARY

INTERNATIONAL EVENTS

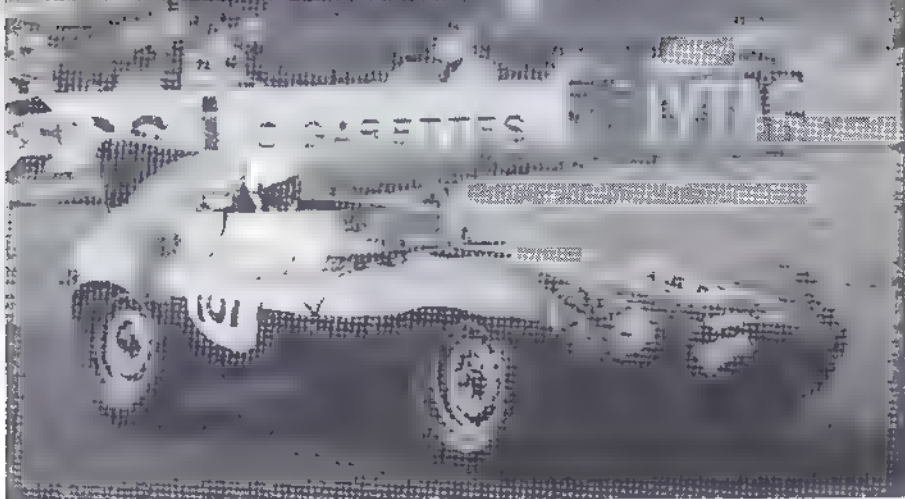
- June 21. Dutch GP Zandvoort, Holland (F1 World Championship p, round 4)
- June 22. Monza Lottery, Monza, Italy (F2) Brands Hatch 8 Hours Britain (European Touring Car Challenge, round 5)
- Zolder, Belgium (FV)
- Mont Ventoux, France (European Mountain Hillclimb Championship, round 2)
- Rouen, France (F3)
- Bridgehampton, NY, USA (TransAm)
- Seam Point, California, USA (USRR)
- June 28. Anderstorp, Sweden (F3, FF)
- June 29. Trophées de France Rheims, France (F2, F3)
- Nuremberg 200 Miles, Germany (G4/G6/G7)
- Guards 4000 Gns Mallory Park, England (F2, G4, G5)
- Gran do Marques, Portugal
- July 4 to 6. Czechoslovakian Rally (European Rally Championship Drivers, round 5)
- July 6. French GP (World Championship, round 5), Clermont Ferrand
- German Touring Car GP (European Touring Car Championship p, round 6), Nurburgring, Germany
- Vila Real 6 Hours, Portugal (G4, G6, G5, FV)
- Coupea Benelux, Zandvoort, Holland (G4, G6, G5, FV)

BRITISH CLUB EVENTS

- June 21. Midlands MEC restricted Cornthwaite Trophy race meeting, Silverstone near Towcester Northants, 1 pm
- VSCC closed race meeting, Oulton Park near Tarporley Cheshire 1 pm (Concours Parade, 12.30 pm)

- Carlton MC restricted race meeting, Mondello Park near Naas, Co. Kildare 2 pm
- June 22. BRSCC East Anglia Centre closed Festival of Speed race meeting, Snetterton near Thetford, Norfolk 2.30 pm
- Lancashire AC national open hillclimb (Shell/RAC Hillclimb Championship, round 7), Tholy-Wall, near Selby, Lincs of Man, 10.30 am
- BARC South Wales Centre restricted Croeso '89 hillclimb, Pontypool Park, Pontypool, Mon 2.15 pm
- Carnock-on-Suir MC hillclimb Ballyvaughan, Eire
- BDR&HRA club drag race meeting, Santa Pod near Poddington, Beds 2 pm
- BARC South Western Centre restricted autocross (PN6 series SC round 4), Beufre Farm Beauval, Hants, 180/384017, 1 pm
- Tynemouth & DMC restricted autocross (PN6 series, N round 4), Wintock near Felton Newcastle-upon-Tyne 2.30 pm
- East Avshire CC restricted autocross (PN6 Scottish series, round 5), Minnivey Farm, Darnlington, 07/403074, 1.1 am
- BARC SE Centre restricted autocross (ACSMC championship p round), Bo-Peep Farm, Seameston 2 pm
- Rochester, Chatham & DMC restricted autocross (Kent & Sussex Courier championship, round 4), Bredhurst, 172/789614
- Blenheim MC restricted autocross St Margaret's Farm, Little Burstead, near Blenheym, Essex, 181/6551905 1.30 pm
- 432 Solihull MC restricted autocross, Yew Tree Farm, Bushwood Lane Loxwoodford near Lapworth, 2 pm
- Leicestershire CC closed Wentworth Trophy autocross, Manor Farm, Cadeby, near

- Market Bosworth 121/412030, 1.30 pm
- Lancashire & Cheshire CC compromised autocross, Paddington Meadows Woodston, near Warrington 2 pm
- Haldon MC compromised autocross, Pynes Farm, Potmore Exeter, Devon, 176/845986, 2.15 pm
- Central Sussex MC closed autocross, Court Gardens Farm, Ditching 182/324182, 2 pm
- Peterborough MC restricted Lovel Bonnet Trophy sprint, East Kirkby, Lincs, 114/336624 2 pm
- Owen Organisation MC restricted Graham Hill Trophy sprint Ourborough Farm, near Lichfield Staffs, 120/134128 2 pm
- Maidstone & Mid-Kent MC closed Summer Economy Rally, Chalk Cross Flying Station, Lenham 172/807521, 1.30 pm
- YAC, FBPMC restricted driving tests (RAC National Driving Test Championship p round), RAF Debden, near Saffron Walden, Essex 10 am
- Southern CC compromised Tavern Cup driving tests, Starveacre airfield, Surrey, 189/846598 11.30 am
- BARC Yorks Centre/Yorkshire SCC compromised 12th E. A. Denny production car trial, Kings Head Hotel, Marsham, Yorks 10 am
- Midland Rolls-Royce CC concours d'elegance and rally Blithfield Hall, Rugby Staffs, Noon
- June 25. Uster AC restricted Spring autocross, Church Rd, Newtownabbey 6/339811, 7 pm
- Dunfermline MC restricted Civic Trophy driving tests, Public park, Dunfermline, 7.15 pm



The ex-Ecurie Ecosse D type Jaguar of Mike McGrath scored an easy win in the historic event following David Beckett's retirement in the Lister-Jaguar.

Sunny six-race Snetterton

By ALAN HENRY

WITH Snetterton basking in sunshine for the second consecutive Sunday, the West Essex CC organised their second meeting of the year at the Norfolk circuit, with a moderate standard of racing in their six-race programme.

Eddie Heasell's 2-litre Shaw & Kilburn Viva made full use of pole position to ease into the lead of the saloon event at the start, completing the opening lap ahead of Chris Buckton's 1.3 Cooper S and Albert Betts' Mk 1 Jaguar. Betts forced past the Mini on lap 2 but could make no impression on the former Monoposto exponent, who was driving his very different machine very well, despite having his morning's practice terminated after only three tours when the head gasket failed. On lap 3 Buckton went missing out on the circuit and Dave Coleman found his 1.3 Anglia third, while a short distance behind Graham Bore (1.3 S) was setting up for a fine battle with Nigel Brandon's Imp to sort out second in class. By half-distance it looked as though Heasell had got the race well sewn up, as Betts as beginning to flag, but one lap later the Jaguar slipped past into the lead as Heasell pitted to discover that the head gasket had failed yet again. Betts eased up and stroked home to an easy win 28 secs ahead of Coleman, while Bore was given third place when Brandon retired the Imp on the penultimate tour with fuel pump bothers. Dave Cuff drove a superb race after rebuilding the motor of his 1.3 S following a couple of bent valves in practice. Starting 10 secs behind, he finally finished fourth overall, ahead of Doug Barnes' Mini-Cooper and Mike O'Dell's class-winning 850 Imp.

In the combined 750P, F1200 and clubmen's

event, Nick May, making his Snetterton debut in his ex-Barry Smith 1.5 U2, scored an untroubled flag to flag win by 20 secs from Rob Grant's DRW Mk 7C. Initially Grant had to contend second place with Adrian Sampson's 1.5 U2 and the 1.5 Lotus 7 of Paul Lange, but after a couple of wild moments at Russell Sampson went missing in the country for five laps and Lange gradually fell away to finish 5.6 secs behind the DRW Duke Soares ran a lonely race, bringing his 1.0 Lotus 7 into fourth place and a class win (he was the sole 1-litre competitor) ahead of the larger capacity U2s of John Taylor and H. Wilson.

From the centre of the front row in the combined prod sports and GT event Jeremy Richardson took only a few moments to master the power of the works development Ginetta-BRM G16 he was driving while his own Climax-engined version was being overhauled. He rocketed past John Jordan's Ford GT40 before they had completed half a lap. From the rear of the grid came the biggest challenge to Richardson's domination of the event, the Malcolm Garthman-prepared Lola T70 Mk 3 of Jim Beach, but after blasting away most impressively from his 10 secs penalty Beach retired the big car going onto the Norwich Straight with a holed block. Despite not being very happy with the brakes of his unfamiliar mount, Richardson had put 11 sec between himself and Jordan by the end of 10 laps, while Allen Ginson put in another good showing with his Chevron-BMW B8 to finish third ahead of the Mike Spence Lotus Europa of Ted Bunce. This event was also a round in the BWRC Cham-

ionship, Vivian Talfourd Cook being the first lady home in her Mike Spence Ginetta G12.

The historic racing car event provided an easy win for the Jaguar D-type of Mike McGrath, after Dave Beckett had retired his Lister-Jaguar at the end of the opening lap with a repeat of the fanbelt bothers which had plagued his practice. David Muirhead drove his Lister-Bristol (the one Jack Sears flipped at Silverstone) very smoothly into second spot well clear of the third place dispute, in which A. Archdale's Frazer Nash triumphed over the magnificent ex-Hassan 4.4 Bentley, conducted with great verve by Peter Morley. Clink Clinkard following them in at a distance in his fantastic single-seater Alvis.

The front row of the FF grid was obviously not the place to be, poleman John Wilson never completing the warm-up lap in his Merlyn Mk 11A and John Lain finding that his Alexis Mk 15 did not start on the button. At the start Rob Taylor's Cresswell-prepared Alexis Mk 14 secured a slight advantage, but it was Chris Lee's "flower power" Merlyn Mk 11A which completed the first lap ahead of Bob Funkenstaedt's Lotus 61, Jock McDonald's Alexis Mk 14 and the D.J. Bond Titan Mk 4 of David Munster. Lee quickly managed to get away from the pack and, as Funkenstaedt fell seven places on lap 2 with some mysterious mechanical ills, McDonald was left at the front of the huge second place scrap. Taylor, Munster and Martyn Denley (Alexis) engaged in a continual place-swapping battle, finally resolved on the last-lap run in from Russell in the order Munster, Taylor, Denley. Martin Harvey drove a splendid race in the Hawke to finish sixth, after starting from the back of the grid, ahead of Jean-Pierre Ortman in Carlos Febré's Lotus 61.

The only trouble about the 15-lap libre event was that it was too long and there was a wait of nearly 12 laps before the action. With Richardson non-starting the Ginetta, it was left for Jordan to lead from Jack Smith's Brabham-Climax BT23B, and the pair circulated closely for 12 laps until Smith started pressing really hard, a couple of mistakes at the hairpin and at Russell by Jordan giving the Brabham the race by nearly 15 secs. Allen Gibson brought his slightly flat-sounding Chevron-BMW home third from the ex-Chris Irwin Brabham-Lucas BT18 of Ted Reeves.

Mini Seven saloons up to 800 cc, 801 to 1300 cc and over 1300 cc (10 laps): 1. A. Bates (3.8 Jaguar Mk 1), 19 m 1.8 s, 85.45 mph; 2. D. Coleman (1.3 Ford Anglia), 3. G. Bore (1.3 Mini-Cooper S). Fastest lap: E. Heasell (2.0 Vauxhall Viva GT), 1 m 51.2 s, 87.73 mph. Class winners: M. Rope (848 Mini), M. O'Dell (850 Humber Imp), Coleman and Bates.

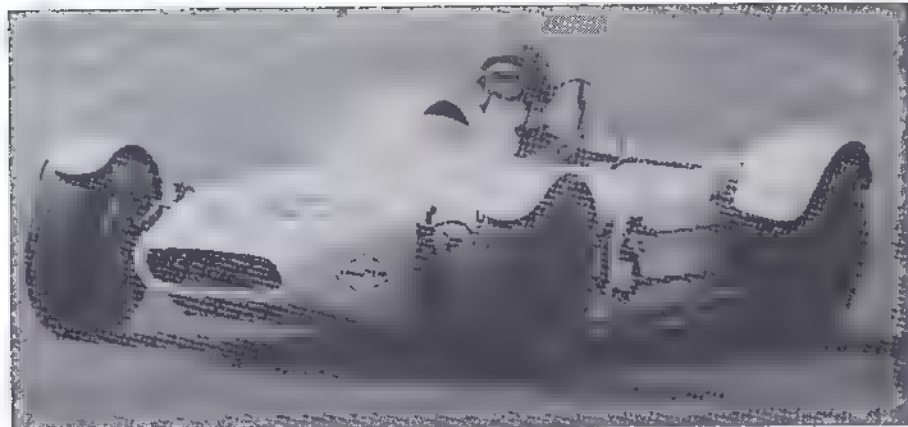
750 Formula, Formula 1200 and clubmen's sports cars up to 1000 cc and 1001 to 1500 cc (10 laps): 1. N. May (1.5 U2-Ford Mk 6B), 18 m 29.4 s, 87.94 mph; 2. R. Grant (1.5 DRW-Ford Mk 7C), 3. P. Lange (1.5 Lotus-Ford 7). Fastest lap: May, 1 m 49 s, 89.51 mph. Class winners: I. Bates (750 Sp), T. Bond (1.2 Overdell-Ford), M. Soares (1.0 Lotus-Ford 7) and May.

Production sports cars up to 1100 cc and 1101 to 2000 cc, and special GT cars up to 1600 cc and over 1600 cc (10 laps): 1. J. Richardson (2.0 Ginetta-BRM G16 V8), 16 m 44.4 s, 87.13 mph; 2. J. Jordan (4.7 Ford GT40); 3. A. Gibson (2.0 Chevron-BMW B8). Fastest lap: Richardson, 1 m 38.6 s, 89.95 mph. Class winners: A. R. Ward (1.1 Triumph Spitfire), D. Lucas (1.3 Austin Healey Sprite), Richardson and Jordan.

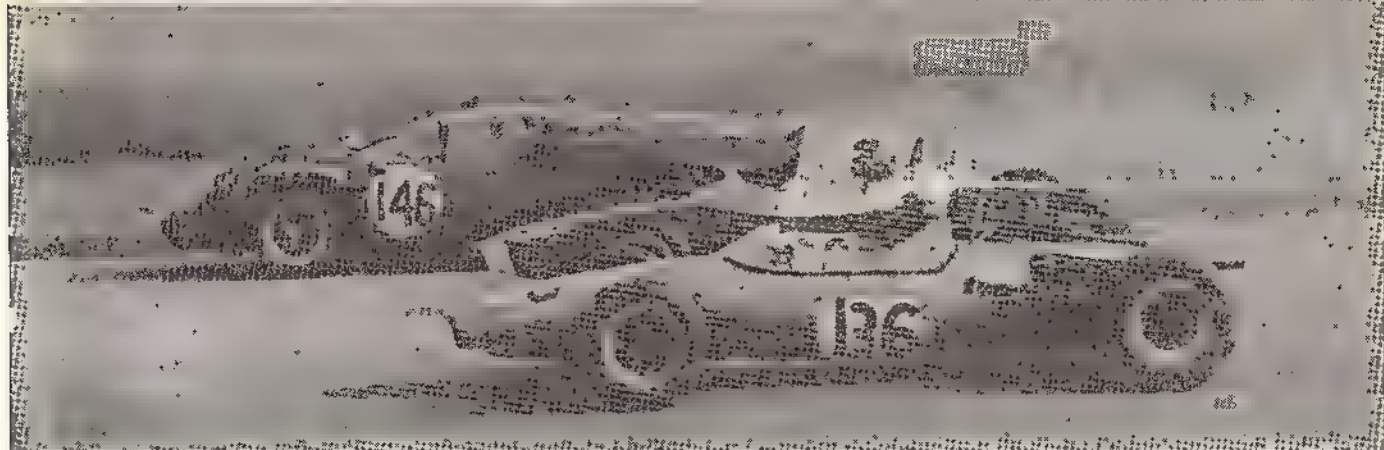
Historic sports cars up to 2000 cc and over 2000 cc and historic racing cars up to 2500 cc and over 2500 cc (8 laps): 1. M. D. B. McGrath (3.8 Jaguar D), 16 m 47 s, 82.42 mph; 2. J. Muirhead (2.0 Lister-Bristol); 3. A. Archdale (1.5 Frazer-Nash). Fastest lap: McGrath, 1 m 57.2 s, 83.43 mph. Class winners: Archdale, P. Morley (4.4 Bentley), Muirhead and McGrath.

Formula Ford (10 laps): 1. C. Lee (Merlyn-Steele Mk 11A), 17 m 43.8 s, 91.71 mph; 2. J. McDonald (Alexis Mk 14); 3. D. Moler (Titan-Lucas Mk 4). Fastest lap: Lee, 1 m 44.8 s, 93.09 mph.

Formula Libre (15 laps): 1. J. R. Smith (2.7 Brabham-Climax T23B), 24 m 53.4 s, 97.98 mph; 2. J. Jordan (4.7 Ford GT40); 3. A. Gibson (2.0 Chevron-BMW B8). Fastest lap: Smith, 1 m 38.2 s, 101.41 mph.



Following up his drive through the championship field at Castle Combe the day before, Nick May was the runaway winner of the clubmen's race in his U2 Mk 6B.



Already in the lead immediately after flagfall in the libre race is the Lola T70 of Jim Beach, which lapped in 1 m 50 s on its way to an easy win, with the Brabhams of Spencer Elton and Barrie Goulden (146) in pursuit

Clubmen's cars steal Combe

By ROBERT FARNALL

IN an almost unbearable heatwave, the South-Western Centre of the BRSCC gathered together a large and competitive entry at Castle Combe last Saturday to compete in their seven-race programme. Although the Formula Fords and prod sports provided the small crowd with close racing, nothing could surpass the best clubmen's sports car race of the year which, with a full field and fabulous racing, should prove once and for all that this formula is one of the most competitive and entertaining available.

With most of the top FF drivers practising at Silverstone, the two heats which opened the racing catered mainly for the "second league," but still featured close racing. The first heat saw Ian Foster, whose Merlyn Mk 11 was feeling the strain of 100 miles of Zolder, Robm Brind (P&M-prepared Merlyn 11A) and Martin Grant-Peterkin (ex-Trimmer Brabham BT21) vigorously contesting the lead. Peterkin tried a little too hard in outbraking Foster on the ninth lap at Tower and revolved into the grass, stalling before continuing to finish seventh. Brind also took to the grass, at Camp, and despite his last-corner effort, Foster held a slender advantage at the flag. Having his first race for two years, Richard Knight brought out his French Martini (which had only arrived in England three days earlier), complete with Lucas m/l, to finish an excellent third after a poor start, ahead of Alan Ballie's Dulon LD4C, which had spun at Tower with a locking rear brake.

Richard Mallock's U2 Mk 9 made the best start in the second heat to lead a close bunch consisting of Mike Fraser's Merlyn 11A, former Mini man Mike Campbell-Cole's similar car and Jeremy Gambs' Alexis Mk 14. But a faulty diff caused Mallock to spin at Quarry on the second lap, leaving Fraser with an undisputed win from Campbell-Cole, who was also left unchallenged following Gambs' demise with no clutch. Barry White recovered from a spin avoiding Mallock to finish third with his Lotus 51 ahead of Pete Farrer's Merlyn 11A, which had started from a low grid position after a back oil-seal failed in practice. Mallock spun on two more occasions before settling for 10th position.

With BRSCC championship points at stake, nearly all the top clubmen's cars filled the grid for their 10-lapper, with Rob Cochran's Mk 6-based U2 on pole, flanked by Tim Goss, who had only managed four laps in practice before running out of fuel with his ex-Peter Deal IRS Lotus 7, and Deryck Cook's indecently quick DRW Mk 2. Cochran made the initial running, hounded by Jeremy Lord's U2 Mk 8, Cook, Goss, Charles Blyth, who had stormed through the field from the back row (he had had no numbers on his Lotus 7 in practice), and John Wingfield's U2 Mk 5/6B. Cochran soon conceded the lead to Lord, who gradually pulled away

from the most incredible battle for second, between Blyth, Goss, Cochran and Cook, after Wingfield retired with overheating problems. With side-by-side racing, demon outbraking into corners, and lapping well over 90 mph, this was motor racing at its very best, and when Lord had a recurrence of his practice troubles—water on a plug—the four drew closer to the misfiring U2, but not close enough, and Lord took a well-deserved win. Cochran just held off Blyth, whose Lotus 7 suffered from low oil pressure and lost both front wings, causing Goss to duck while rounding Tower, but the latter still finished fourth ahead of Cook's class-winning and record-breaking DRW. Almost unnoticed, Nick May moved up to sixth from the back with his U2 Mk 6B, while Peter Orchard retired his Orchard "with oil and water appearing from everywhere" and Willie Hare's Lotus 7 broke a driveshaft at the start.

In contrast, the 15-lap saloon race was uneventful and unexciting, after Vince Woodman's Broadspeed-prepared G5 Escort moved ahead of Brian Chatfield's Cooper S on lap 2 to take a comfortable lead. All interest then centred on Chatfield and Gordon Barnes' Cooper S, dicing for second position, but this ended with Barnes retiring after six laps when a spark plug broke in half. However, Chatfield was also in trouble, for the fuel-pipe had fractured and after ten laps he cruised to a halt beside Barnes at Quarry with no petrol. So 20 secs behind Woodman came Pete Cook's Cooper S and Tony Dealey's similar car, which blew a head gasket towards the end. John Manners's 1-litre class-winning Cooper S slipped into fourth on the last lap when David Minchin, who had just completed the Scottish Rally, slowed with another blown head gasket.

The FFs were then let loose for their final with Foster, Brind and Fraser, who had had his entry refused at Silverstone, making it an all-Merlyn front-row. In fact these three dominated the race, remaining close throughout, but Foster again appeared to have the edge on the newer Merlyns and came home a delighted winner. Brind slipped ahead of Fraser on lap 9, when the latter took to the grass at Camp due to excessive oversteer, and finished a promising second. Grant-Peterkin recovered from his low grid position to finish a comfortable fourth, ahead of White's Lotus 51 and Mallock's U2, which also came through from the back. Knight retired the Formula France-based Martini with electrical problems after another poor start.

A mixed bag of prod sports, saloons, clubmen's sports and GTs (1) contested the all-comers' race, with Roy Ashford's well-prepared MGB occupying pole position. However, it was Ted Worswick who showed everyone a clean pair of heels with his E-type, well ahead of Ashford and Chatfield, who

were disputing second position. Ashford out-fumbled the Mini and, with two laps to go, the MGB set after Worswick, whose car was stuck in top, but the Northerner held a 1 sec advantage at the flag. Behind Chatfield, Pete Cook's Cooper S scraped home in front of Ken Wilson's ex-JCB Lotus 30 after a race-long duel, while Alan Harvey won the 1150 prod sports section, in sixth place with his Mick Dickin Sprite, from Arnie Poole's similar car. Unfortunately Martin Kent ended his first race at Tower when his 5 litre Keeble-Chevrolet overturned and was extensively damaged, the sturdy roll-over bar saved Kent from injury.

The Chippenhams Trophy for formula libre cars concluded an excellent day's racing, and from pole Jim Beach romped away to a 20 secs victory with Lola-Chevrolet T70 Mk 3, lapping with 0.6 sec of the outright record. Spencer Elton, having a change from climbing hills, was a comfortable second with his ex-Peter Blankstone Brabham BT18 t/c, but the car was geared for the following day's hillclimb at Prescott. Behind, Grant-Peterkin's Brabham enjoyed a close scrap with Mike Stow's ex-Ian Walker F3 BT21B and Barrie Goulden's ex-Bond F3 BT21B, until Stow spun out of contention at Old Paddock and Goulden retired with a sudden loss of water, leaving the FF car to finish third ahead of Litchfield, who, driving Robin Brind's Merlyn 11A, just beat Roger Thomas's U2 Mk 6 (with a Mk 8 tail) on the last corner.

Formula Ford, heat 1 (10 laps): 1. I. Foster (Merlyn Sigma Mk 11) 12 m 14 s 80.25 mph; 2. R. Brind (Merlyn PM Mk 11A) 3. R. Knight (Martini Lucas). Fastest lap: Foster 1 m 12 s 92 mph.

Formula Ford, heat 2 (10 laps): 1. M. Fraser (Merlyn Steele Mk 11A) 12 m 25 s 89.15 mph; 2. M. Campbell-Cole (Merlyn Steele Mk 11A); 3. B. White (Lotus-Holbay 51). Fastest lap: Fraser 1 m 12 s 91.24 mph.

BRSCC Clubmen's Championship round, up to 1000 cc and 1001 to 1600 cc (10 laps): 1. J. Lord (1.6 U2 Ford Mk 6B) 12 m 10.2 s 80.71 mph; 2. R. Cochran (1.6 U2 Ford Mk 8); 3. C. Blyth (1.6 Lotus-Ford 7); 4. T. Goss (1.6 Lotus-Ford 7). Fastest lap: Lord 1 m 11 s 83.30 mph. Up to 1000 cc record: D. Cook (1.0 DRW-Ford Mk 2) 1 m 12.4 s 91.49 mph. Class winners: Cook and Lord.

Saloons up to 450 cc, 451 to 1000 cc, 1001 to 1300 cc and over 1300 cc (15 laps): 1. V. Woodman (1.3 Ford Escort GT) 19 m 4.2 s 88.84 mph; 2. P. Cook (1.3 Mini-Cooper S); 3. A. Dealey (1.3 Mini-Cooper S). Fastest lap: Woodman 1 m 15.2 s 88.9 mph. Class winners: J. Ray (848 Min) and J. Manners (1.0 Mini-Cooper S). Woodman and N. Clarkson (1.7 Ford Anglia).

Guards Formula Ford Championship, final (10 laps): 1. I. Foster (Merlyn Sigma Mk 11) 12 m 11.4 s 90.57 mph; 2. R. Brind (Merlyn PM Mk 11A); 3. M. Fraser (Merlyn Steele Mk 11A); 4. M. Grant-Peterkin (Brabham Lucas BT21). Fastest lap: Foster 1 m 12 s 92 mph.

Production sports cars up to 1150 cc, 1151 to 2000 cc, 2001 to 3000 cc and over 3000 cc, and all-comers (10 laps): 1. E. Worswick (3.8 Jaguar E) 12 m 52 s 85.80 mph; 2. R. Ashford (1.8 MGB); 3. B. Chatfield (1.3 Mini-Cooper S). Fastest lap: Worswick 1 m 14.8 s 88.78 mph. Class winner: A. Harvey (1.2 Austin-Healey Sprite). Ashford, E. Price (3.0 Austin Healey 3000), Worswick and Chatfield.

Formula libre, and GTs up to and over 1600 cc (10 laps): 1. J. Beach (5.0 Lola-Chevrolet T70 Mk 3) 11 m 38.6 s 95.9 mph; 2. N. S. Elton (1.6 Brabham-Ford BT18 t/c); 3. M. Grant-Peterkin (FF Brabham-Lucas BT21). Fastest lap: Beach 1 m 50 s 101.91 mph. Class winners: Elton, J. Dale (1.3 MG Midget) and Beach.

AUTOSPORT, JUNE 20, 1969

It's Saloonatics Championship Weekend

Yes the entry list is so
overwhelming, 72 in fact, that
we've had to spread the racing
over Saturday and Sunday!

Guards International European Championship Saloon Car Races

SATURDAY'S ENTRANTS

CLASS A (up to 850 cc)

Fiat Abarth 850 TCR:

G. Anstead/J. Anstead; R. Zwelaman.

Austin Mini: R. Gill; P. Clarke.

CLASS B (850 cc to 1000 cc)

Ford Escort: L. Hickman.

Hillman Imp: P. Harper;

J. Nightingale; M. Freeman.

Fiat Abarth 1000 TCR: E. Swart;

"Pal Joey"; "Pam".

Austin Cooper "S": D. D. Buckett;

N. Cole A. Myl us; A. Poole;

J. Mowatt/B. Waters;

Morris Cooper "S": T. Harmer;

B. Jones; Rob Mason Ron Mason;

P. Lague; C. Youle; R. Searle.

Ford Anglia: Miss L. Engeman

SUNDAY'S ENTRANTS

CLASS A (1000 cc to 1300 cc)

Alfa-Romeo: E. Pinto/C. Facetti.

Austin Cooper "S":

J. Vernaev/C. Baker; J. Rhodes;

P. Hopkirk; J. Handley/R. Enever;

M. Ross/N. Anderson, G. Mabbs/

M. Torlay; P. De Banks/S. Marshall;

G. Jenzen R. Heavens; A. Poole;

K. Costello/R. Mason; J. Mitchell/

C. A ford, R. Parkinson/W. Dick;

M. Ridehalgh/R. Heavens.

Morris Cooper "S": G. Spice/S. Neal.

Ford Escort: J. Fitzpatrick/T. Taylor;

V Woodman C. Boulter.

CLASS B (1300 cc to 1600 cc)

Ford Escort: W. Green/W. Kay;

M. Franey/J. Bloomfield, R. Tay or/

T. Croker; R. Dansby/P. Troberg;

J. Lundberger/B. Brasta; K. Coffay/

N. Moores; F. Gardner/T. Balso;

G. Marsha l/P. Jackson;

Miss E. Fontaine Miss A. Dex;

H. Akersloot/F. Lubin.

Alfa Romeo: S. Dini; R. Harvey Bailey.

BMW-Alpina: Prinz F. v. Hohenzollern;

G. Pankl.

CLASS C (1600 cc to 2500 cc)

BMW: Prince de Bagration J.

BMW-Alpina: G. Huber/W. Treser;

J. Neuhaus.

Porsche 911: N. Faure H. Faure;

R. Stommelen G. Loos,

R. Hezemans/G. Van Lennep

CLASS D (over 2500 cc)

Ford Mustang:

T. Sanger/T. Williamson

Ford Falcon:

R. Pierpoint/T. Hunter.

PROGRAMME

Saturday 9 a.m. Official Practice for
all Classes

4 p.m. 2 Hour Race for Saloon Cars
up to 1000 c.c.

Adults 15/- Children 5/- including
admission to Stands Paddock 5/- extra

Sunday, 12 NOON.
EUROPEAN CHAMPIONSHIP 6-
HOUR SALOON CAR RACE for cars
over 1000 c.c.

Reserved Enclosures Adults 15/-
Children 5/- Stands 15/- extra Open
Seats 10/- extra Paddock Transfer 10/-
extra

Parking Free on both days

Brands Hatch
Saturday 21st and Sunday 22nd June

Organised by the BRSCC



Although helped by the retirements of the hitherto unbeaten Peter Gethin and Trevor Taylor, Mike Walker's win in the Alan McKechnie Lola-Bartz was well deserved

F5000 win for Walker

Mike Walker (Lola T142) breaks Church Farm domination - Favourites retire with broken clutches

By JUSTIN HALER

MIKE WALKER has not been the luckiest of drivers over the last year or so but, at the BRSCC's Silverstone GP meeting on Sunday, the fifth round of the Guards F5000 championship was won by the talented Midlander at the wheel of Alan McKechnie's Lola T142. Second, and not far behind after a superb drive, was Alan Rollinson who, having blown up the Chevrolet of Sid Taylor's Lola in practice, was at the wheel of his brand new Irish Racing Cars F2 Brabham BT30. Had Rollinson not been baulked by the Lolas of third and fourth place men Willie Forbes and Ulf Norinder, both a lap behind, he might have been closer. However, it was a very popular result. Another outstanding drive was put in by fifth man Robb Lamplough in his twin-cam Lotus 41C. The initial leaders, Peter Gethin with the McLaren M10A and Trevor Taylor in the sole TS5 to start both dropped out early on with broken clutches.

Perhaps this was the most successful of the F5000 meetings, with a suitable circuit, closer racing and generous sponsorship from the GKN Group all helping, as well as the inclusion of F2 and twin-cam machinery.

PRACTICE

THERE were two practice sessions on the Saturday to determine grid positions for the 35-lap race. Throughout these it was the McLaren M10A of Peter Gethin, on Firestone YB tyres, the two TS5s of Andrea de Adamich (fuel-injected Traco) and Trevor Taylor, out for the second time in the carburetted Bartz engine model, and Mike Walker with his Bartz engine Lola T142 who dominated the proceedings. Gethin, experimenting with a flat-deck spoiler tail, which he elected to use in the race, was the first to get in a quick time and his 1 m 26.6 s gave him pole position. However, also getting towards the F1 record of 1:25.1 (held by Chris Amon's Ferrari) was de Adamich, who equalled Gethin's time in the afternoon session and then had the misfortune to run his engine with one combustion chamber and a piston destroyed. Unfortunately the team had no spare and so he was a non starter. Thus the honour of the Surtees team was all on the shoulders of Trevor Taylor, really seriously working towards an F1 comeback. Taylor spent the morning playing with suspension settings, but in the afternoon, despite finding the car very twitchy under braking, he got in a 1:27.0 to sit alongside the all-conquering orange McLaren.

Walker wasted no time and set a 1 27.4 for second quickest time in the morning and third on the grid. After him there was quite

a gap. An obvious front row candidate was Alan Rollinson, having his first F5000 drive deputising for Robin Widdows in the Sid Taylor Lola T142. In the morning he trundled around getting the feel of the car, highly unsuitably shod on wet weather Goodyears, which started to chunk in the hot weather. He was just starting to get quick (1:31 bracket), when the Bartz let go and a piston poked through the side of the block. He rushed back to the paddock and wheeled out his new F2 Brabham BT30, and on Goodyears got down to 1:31.9 within four laps. But as the timing had finished, he was resigned to the back of the grid and a solid evening's work getting his Firestone YB11s mounted on the BT30 wheels.

Thus the exuberant Swede Ulf Norinder was the final front row qualifier with his Lola T142 (1:31.0). Scotsman Willie Forbes blew a head gasket on his similar Traco Lola early on, but managed a 1:32.4 for row 2 alongside Ian Mitchell's Team Charles Clark BRM P61 Mk 2 and Dave Berry's old, but very well driven Brabham BT16 t/c. Carlos Avallone was just 0.4 sec slower than Berry (1:34.6) with his Lola T140/142 and the same gap ahead of Keith Holland in the Traco-engined Fraser Lola T142, who only practised in the early session as he was running in a new engine. Then came a gap to the twin-cam Lola T60s (numbers 5 and 4 respectively) of Steve Thompson and Irishman Brian Cullen.

On the fourth row was Doug Hardwick's Lola-Traco T142 (1:43.2), which had been

slightly bothered by overheating. Hardwick, a little worried by the recent criticisms of his driving, let Robb Lamplough practise the car briefly in the morning, and he got down to 1:36.8 with no trouble and was all ready to get going much quicker. F3 comingman Roger Keele was also to try the car in the afternoon, but the overheating problems prevented this and the car was taken home to be fitted with new head gaskets, and Hardwick eventually decided to drive it. Thus Lamplough went home and brought up his rapid little Lotus 41C t/c (his Lotus 43 is nearly rebuilt) to start with Rollinson at the back.

Finally came the very slow old Brabham BT14 t/c of Tony Barchou (1:56.8) and Bob Waters' extraordinary Conchord F5000, which is a bulky tubular frame, scantily clad with a rough body, and based to some extent on his old Lotus 30 sports-racer. He had many problems, including only one bank of the Ford's cylinders working, and did a 2:30.0. Of the more serious entries the Epstein Lola did not show, American Mike Goth's TS5 is incomplete, the Hepworth 4wd was otherwise occupied, the John Dean/Mike Coombe Cooper T66 as being T90-ed suspension-wise, and Chris Summer's Lotus 24 was not in evidence. Colin Crabbe's H16 BRM chassis with Ford power for Roy Pierpoint did not arrive, while of the rest neither Tony Charnell's twin-cam Lola TS5, Andrew Goodfellow's Cooper-Chevrolet T76 or Mike Panico's Lotus Ford 18 turned up.

RACE

SHORTLY after watching Tony Brooks bringing back all the old magic of the Vanwall, fairly hurtling the aerodynamic beast around in times averaging just under 100 mph, the field of modern monsters arrayed themselves. To the thrill of the medium large crowd, the two quickest cars made almost perfect starts. Perhaps they were too perfect, for although Gethin literally rocketed the McLaren into the lead from Taylor and Walker, the two thick black dead straight tracks from pole told a tale. The orange machine held on for just a lap, before being swamped by fine Taylor and a lap later Walker. As they completed three laps the crowd were listening intently to the "champion's" Bartz and the faltering engine note told the story of a burnt clutch. So, with just four laps gone, Gethin parked the Church Farm machine in the pits. This left Taylor out in the lead, pulling away from Walker, and praying for luck to speed him back to the top. Alas, after eight tours in front he too fell foul of the clutch bug, pitted,

briefly rejoined and then called it a day. That, really, with eight and a bit laps of the 35 gone, was the end of the excitement.

However, some interesting developments were shaping up behind Forbes, Holland, Avalone, Mitchell and Robinson and Lamplough (both from the back row) initially formed the second group, with Norinder way back behind Hardwick, Berry and Thompson after a spin. Robinson took only two laps to sort out all but Forbes, leaving Holland, Avalone, Mitchell and Lamplough to battle it out. All eyes were now on the flying red Brabham, on lap 7 he finally hauled in Forbes' big yellow Lola. Then, with Taylor out, he was in second place and brains were suddenly ticking to see if it was on whether he could catch Walker.

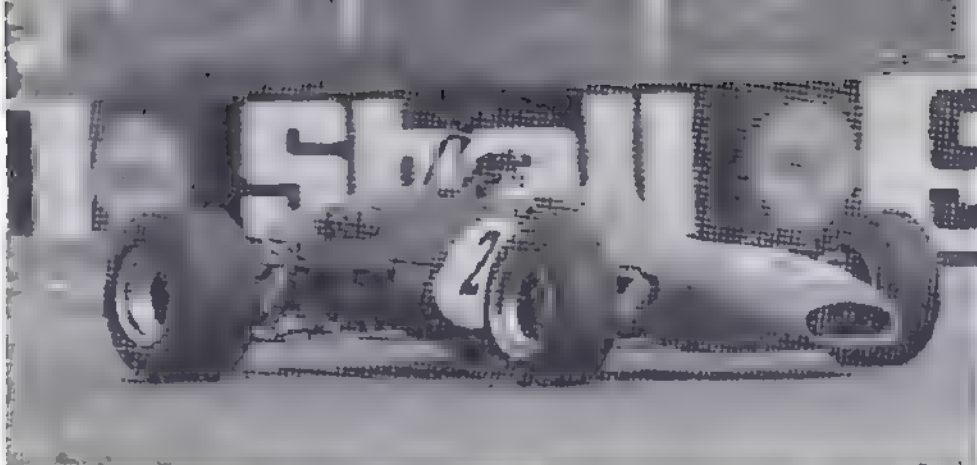
By this time Norinder had come scorching through and at 11 laps he was in fourth place behind Forbes, having passed Mitchell, Holland looking thoroughly unhappy with his twitching Lola and having spun at Stowe, Mitchell who was rapidly losing his brakes, and then the David and Goliath duel of Lamplough and Avalone. Behind them, at well spaced intervals, came the twin-cams of Berry, Thompson, Cullen and Barchou. Hardwick had gradually dropped right to the back of the field with overheating once more, while the Conchord was no longer around, having done a couple of laps and retired with innumerable problems.

Mitchell's run was once again halted and the former Mini-ace retired with no brakes, his place in the Lamplough-Avalone dice rapidly being taken by a recovering Holland. Then at 12 laps a change occurred, as Forbes pitted to try and overcome overheating, elevating Norinder to third place, and giving the Aberdonian a hard day's work to reclaim from eighth place. The gap between Walker and Robinson, both true professionals, was more or less constant, although as they approached 20 laps the watches were beginning to point to a diminishing lead of the Lola. With these two keeping each other in the hunt, Norinder had been lapped after 25 tours and was being rapidly hauled in by Forbes. Lamplough was now safely wedged in fifth place from Avalone, who was taken by Holland at the 27 laps stage, and then Berry and Thompson, with Barchou plodding round way behind. Cullen had been well ahead of the BT14, but after being interrupted by several stops to take on water, his twin-cam threw a rod and that was the end of his steady drive.

So the last eight laps came up and Robinson had reduced the gap to Walker from 13 secs on lap 25 to 9.4 secs and pit signals were now being held up fervently. However, Robinson had the misfortune to get involved with Norinder as he came round to lap him. The Swede was frantically trying to shake off the pursuing Forbes and he started to battle with the little F2 car, whose lap times lengthened by nearly 2 secs. Then Forbes arrived and on the penultimate lap took the Swede; Robinson realised that his chances of victory (slim as they were) were lost and settled back to a fine second as Walker cruised in after a superb drive. Lamplough spent the last few laps ambling round in top gear to make his under-size petrol ration last, and then came the unhappy Holland. Berry nipped by Avalone at Woodcote as they approached the flag, and then came Thompson and Barchou, the latter five laps down. Hardwick was classified as a finisher, but he in fact retired after his wind-screen detached itself and struck him very hard in the face on the Hangar Straight, luckily without injury.

SUPPORTING RACES

A COMBINED GT/prod sports 20-lapper opened the day's racing and from this a sextet of Chevrons set off into the distance. Terry Croker's newish and very rapid B8-BMW soon established superiority over the



An excellent second was Alan Robinson in the Irish Racing Cars F2 Brabham BT40 after starting from the back of the grid, demonstrating what the presence of a competitive F2 car can do for the formula

newly acquired ex Digby Martland B8-BMW of Willie Green, which lasted for only seven laps before retiring with oil breather bothers, the B8-FVA of John Bridges, the B6 8-BMW of Chris Skeaping, Paul Ridgway's B8-BMW and Arthur Moore's similar B6 Croker soon pulled out into a winning lead, although the feature of the race was the progress of Alistair Cowin's McLaren Ford M1C, who charged through from a 10 secs penalty to second place in front of Bridges, Skeaping, Ridgway and Moore.

Alan Fowler's striking open Mercury suffered a slight electrical fire on the opening lap, retiring without serious damage, while the 1150 class second dice of Martin Warren's Lotus-Holbay 23 and John Wales' Aurora-BMC ended when they touched and both spun skilfully at Woodcote, continuing, but well spaced. Eighth overall, leading the 1150 class all the way, was George Silverwood's Mercury, which chased Richard Sharrow's sick Porsche Carrera 6 all the way. Albert Powell took both Wales and the ailing Warren after 14 laps with his SCA-engined Nathan GT.

A vast field of Formula Fords arrived for the 10-lap Les Leston FF championship round. As always a great stream of cars weaved, joggled and zig-zagged in the leading group, but as they completed a lap the extremely promising Emerson Fittipaldi slid his Merlyn past Mo Harness' Lotus 61 on the inside of Woodcote. Harness retook him on the straight, Holbay power as ever supreme, but the Brazilian repeated the manoeuvre on lap 2. Next time around and the Rowland Merlyn was third and Ray Allen was doing the same with his Merlyn. By lap 4 the Brazilian had made the front for a while and Ian Ashley in the works Alexis Mk 15, Colin Vandervell's 61, John Wales' BPG-Holbay and Tony Trimmer's Titan with borrowed Racetune engine all up with the leaders. Consistently they chopped and changed excitingly, if silently, but on lap 7 there was drama at Copse. Vandervell crashed his Lotus badly, luckily without injury, while Wales and Trimmer also went off, emerging with just wheel suspension damage.

Thus the revised order of lap 8 read Harness, Allen, Fittipaldi, Ashley, Kevin Glynn (Royale), Dave Walker in the second Russell Lotus 61 who had climbed up from a lowly grid position after breaking a gearbox in practice, and Mick Formato's Royale, the third well-placed Royale of John Stevens having retired a lap earlier at Becketts with a broken gear linkage. They tussled all the way to the line and, as Harness and Allen rounded Woodcote side by side and sideways, the Lotus driver got it just a little too wide, spun, but crossed the line backwards for second place, ending up touching the outer bank, with little damage. Then came Ashley fractionally behind, Fittipaldi, Glynn and Walker next up.

Martin Birrane powered his 7-litre Farina into the lead of the saloon 20-lapper and he pulled away for two laps until his coil failed and he pulled off at Club. This left local Graham Bean to cruise home to victory with his familiar Anglia t.c, although he had to

watch closely in his mirrors at some stages for the second place dice.

This started off with Richard Longman in the phenomenally quick 1293 Dowdall Cooper S being drawn in by Willie Green, flinging Willie Kay's Escort TC around with stylish exuberance. The TC nipped by on lap 13 and started to inch towards the leader, but with just three tours left a Min. got in his way and gave the Derby man a few crowded moments at 130 mph on the grass! He sorted himself out and managed to take third.

Martin Maulding, after a push start with his Corsair-Cobra, rocketed through from the back to fourth spot ahead of the battling Peter Lague (1.3 Cooper S) and Terry McNally (CSMA Anglia MAE), being driven with great verve. After 13 laps, however, the Cobra engine blew up, and as Lague's Mini lost its steering, retiring by the pits two laps before the end, McNally was left to fight with Mike Pigneguy in Mick Cave's venerable A40, 15th just after the start, which just pipped him. Sixth man Roger Williamson in his 1-litre Anglia was a good class second to McNally, but a lap down, while Bob Fox (1.3 S), John Chappell's 1-litre Mini, and Geoff Wood in the VitaMini, a late starter, followed.

Guards PB3000 championship round 5, 35 laps, 102.5 miles

- 1, Mike Walker (5.0 Lola-Bartz Chevrolet T142), 52 m 52.4 s, 116.25 mph,
- 2, Alan Robinson (1.6 Brabham-FVA BT30), 56 m 34 s,
- 3, Willie Forbes (5.0 Lola-Traco Chevrolet T142), 54 laps,
- 4, Ulf Norinder (5.0 Lola-Traco Chevrolet T142), 34 laps,
- 5, Robs Lamplough (1.6 Lotus-Ford t/c), 34 laps,
- 6, Keith Holland (5.0 Lola-Traco Chevrolet T142), 34 laps,
- 7, Dave Berry (1.6 Brabham-Ford BT16 t/c), 33 laps,
- 8, Carlos Avalone (5.0 Lola-Falconer Chevrolet T140/142), 33 s, 8 s, 105.99 mph,
- 9, Steve Thompson (1.6 Lola-Ford T80 t/c), 33 s, 10 s, 108.83 mph (record),
- 10, Tony Barchou (1.6 Brabham-Ford BT14 t/c), 30 s, 11 s, 108.83 mph (record),
- 11, Doug Hardwick (5.0 Lola-Traco Chevrolet T142), 17 DNF.

Fastest lap: Trevor Taylor (5.0 TS5-Bartz Chevrolet), 1 m 26 s 121.36 mph (record).

Retirements: Peter Gethin (5.0 McLaren-Bartz Chevrolet M10A), clutch, 4 laps; Bob Walters (4.7 Conchord-Ford), engine and chassis, 5 laps; Taylor, clutch, 9 laps; Ian Mitchell (2.0 BRM P61 Mk 2), brakes, 12 laps; Brian Cullen (1.6 Lola-Ford T80 t/c), engine, 22 laps.

Special GT and production sports cars up to 1150 cc, 1151-2000 cc, 2001-3000 cc and over 3000 cc (20 laps): 1, T. Croker (2.0 Chevron-BMW B8), 33 m 8 s 105.99 mph, 2, A. Cowin (4.7 McLaren-Ford M1C), 3, J. Bridges (1.6 Chevron-FVA B8). Fastest lap: Cowin 1 m 37 s, 108.83 mph (record). Class winners: G. Silverwood (1.6 Mercury Lotus-Ford GT), Croker J. Stapleton (2.1 Morgan-Triumph Pjs 4) and Cowin.

Les Leston Formula Ford championship round (10 laps): 1, R. Allen (Merlyn-Siee Mk 11A), 17 m 50 s 96.42 mph, 2, M. Harness (Lotus-Holbay 61), 3, I. Ashley (Alexis-Alexis Mk 15), 4, E. Fittipaldi (Merlyn-Rowland Mk 11A), 5, K. Glynn (Royale RP), 6, G. Walker (Lotus-Holbay Mk 11A). Fastest lap: Ashley, 1 m 45 s 2, 100.16 mph (record).

Saloons up to 850 cc, 851-1000 cc, 1001-1300 cc and over 1300 cc (20 laps): 1, G. Bean (1.8 Ford Anglia t.c), 36 m 51 s 2, 95.91 mph, 2, R. Longman (1.3 Mini-Cooper S), 3, W. Green (1.8 Ford Escort TC). Fastest lap: Bean and Longman, 1 m 47 s 5, 97.75 mph. Class winners: C. Thomas (850 Mini), T. McNally (1.0 Ford Anglia MAE), Longman and Bean.



Reliability reaping its own reward: the Ickx/Oliver Ford drones on through the night towards its sensational victory by mere seconds ahead of one of the 3-litre Porsches.

Ford wins sensational Le Mans

Ickx/Oliver win 24 Hours by 100 yds from sole surviving works Porsche of Herrmann Larrousse after wheel-to-wheel battle—Team-mates Hobbs/Hailwood third—Matras fourth, fifth and seventh—Porsche's onslaught defeated by unreliability

By **SIMON TAYLOR** and **PATRICK McNALLY**

Photography by **PETER BURN**

MOTOR racing history was made just after 2 pm last Sunday when Jacky Ickx blasted the Gulf-JW Automotive Ford GT40 past the chequered flag to win the Le Mans 24 Hours by 100 yds—certainly the closest finish at Le Mans for 36 years. The last two hours of the race were a fantastic sports car Grand Prix as Ickx and Hans Herrmann/G  rard Larrousse, in the only one of the huge array of works Porsches that lasted the distance—and it had itself lost half an hour in the pits—battled wheel to wheel, with the lead at one point changing almost every lap. It was Ford's fourth consecutive Le Mans win.

The Ford victory was the result of a carefully planned race by JW Automotive, cashing in on reliability to make up for lack of speed, and David Yorke's reward was completed by the third place of the other Gulf GT40 driven by David Hobbs/Mike Hailwood. The Matra V12s were very impressive, and despite several rather lengthy pitstops (which might have cost them victory) Jean-Pierre Beltoise/Piers Courage were fourth, close behind the Ford. The older closed Matra of Jean Guichet/Nino Vaccarella was fifth ahead of the private German GT40 of Hubert Kelleners/Reinhold J  st and the Nardi Gatti/Robin Widdows Matra.

The race was marred by a horrific first-lap accident which cost the life of John Woolfe and put the Amon/Guichet Ferrari out; the Rodriguez/Piper Ferrari succumbed to gearbox trouble. The winning Ford also took the Index of Thermal Efficiency, while the Index of Performance went to the 1-litre Alpine of Christian Est  n/Alain Serpaggi.

ENTRY

THE Le Mans 24 Hours can't help being a great motor race. No circuit takes on quite such an atmosphere as does the Sarthe circuit for its one weekend each year, with a colourful town springing up overnight and hordes upon hordes of people moving in for the occasion. The French spectator does not merely spectate, he participates. He is very knowledgeable about most of the cars, especially the blue ones, which he greets with cheers whenever one appears. He comes to Le Mans to enjoy himself, and he will do this whatever happens to the race.

In fact in terms of sheer numbers this year's event was lacking. As usual the Automobile Club de l'Ouest received well over 100 applications for entries, but of the full permitted quota of 55 cars plus 10 reserves that was eventually accepted, several withdrawals—notably the four works 3-litre Alfa Romeos

and all but one of the Lolas—reduced the actual lineup to 51 cars excluding Porsche's extra practice cars, and in fact only 45 cars started after the various withdrawals following practice.

Porsche armada

By far the strongest team, both in numbers and potential, was of course the white armada from Zuffenhausen. Originally Porsche entered a total of nine 3-litre and 4.5-litre cars, and they arrived at the Sarthe circuit at the beginning of race week with at least this number. However, they finally decided to race four 3-litre 908s and two of the fearsome 4.5-litre 917 Group 4 cars.

Three of the 908s were long-tailed coupés, in precisely the same form as at Monza and Spa. The fourth was a brand new open car with vertical fins on its relatively short tail, which had been hastily constructed after the aerofoil ban was announced. But despite the ban all the coupés, including the Group 4 cars, still featured their movable suspension-actuated flippers on their tails, for Porsche had tried the cars without them at Hockenheim and found them very unstable. Because of this Riko Steinemann informed the organisers of his intention to bring his cars to Le Mans with their flaps retained on safety grounds.

The two 917s were basically unchanged but since Spa, where the drivers had complained about the brakes, it had been found that in their haste to construct 25 examples the Porsche engineers had used the wrong brake master cylinders. The steering had also been changed, although Porsche were reluctant to admit to any modification in this direction. One of the two had a slightly more powerful engine, developing 585 bhp to the other car's 560.

Not only did Porsche have the most competitive cars, they had a very competitive team of drivers to pilot them. During practice several drivers tried different cars, and team leader Jo Siffert (the best sports car driver in the world?) decided he was happiest with the new open car, which he shared with his usual worthy partner Brian Redman. Vic Elford, Richard Attwood and Rolf Stommelen. Kurt Ahrens were in the 917s, the latter pair having the more potent car, while in the 3-litre coupés were Hans Herrmann, Gérard Larrousse, Gerard Mitter/Udo Schutz and Rudi Lins. Willi Kauhsen, a works car, although entered by the Swiss Hart Ski team. Herr Falk, Porsche's lanky test driver, was (like last year) down to drive simply so that he could go out in practice should he be needed to assess the behaviour of any of the cars.

A third 917 was on hand, this being the first one to reach private hands, although it arrived in a works transporter straight from Germany. New owner John Woolfe was to have driven it with Digby Matland, but Digby, after two laps in the car in practice, smote a crash barrier coming onto the Mulsanne Straight and, although the damage was slight, decided the car was too much of a handful and wisely told John Woolfe he did not want to drive it. Porsche, therefore, resurrected Herbert Lange to co-drive with Woolfe.

The opposition

Seeing a pair of works Ferraris at Le Mans restored the race in many people's eyes to its former glory, but beside the efficiency of the seven-car Porsche team the Ferrari outfit seemed to lack professionalism. Michael Parkes, obviously hankering after a drive again, was directing all his energies into running the team with the ever-amiable Franco Gozzi. In tests at Modena and Monza the new coupé top for the 312P proved to be of considerable aerodynamic advantage, and so both cars arrived thus equipped. One was the Spa and Nürburgring car and the other was brand new; the anti-dive suspension geometry had been deleted, necessitating frontal chassis



A very fine performance was that of Piers Courage (seen here at Mulsanne pressing on in his last-hour chase of the third-place Ford) and Jean-Pierre Beltoise in their V12 Mura



The 917s were the only cars to be running in the 1966 Le Mans 24 Hours. The 917s were the only cars to be running in the 1966 Le Mans 24 Hours.



Jo Bonnier Masten Gregory put on a fine show in the Filippinetti Lola in the early stages. Here the big red car leads Jean-Pierre Gaban's Porsche 911 at the Esses

When both the big Porsches had early pitstops the fleet Spyder 908 of Jo Siffert/Brian Redman took the lead, keeping it until retiring with gearbox trouble. This is Siffert lifting a wheel in the Eses.

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changes, and both cars were using the big Group 6 gearbox rather than the lighter Formula 1 unit. However, with 420 bhp and 860 kgs weight, they were at a disadvantage to the much lighter Porsche 908s, although their magnificent shape did not need any artificial aerodynamic appendages. A new nose section had been tried earlier in the season, but it made the car try to behave like an aircraft. That durability rather than outright speed was Ferrari's aim was shown by the driver pairings of, in the newer car, Chris Amon/Peter Schetty (the Swiss having his first Le Mans), and Pedro Rodriguez/David Piper.

The French Matra team had staked a lot on this race, withdrawing from Formula 1 for most of the season to concentrate on their Group 6 programme. Encouraged by their performance last year, when their lone entry held second place during the closing stages, they entered four cars, bringing also five cars and 105 personnel. In accidents during the season at Daytona and then while testing at Le Mans and Marigny, three cars had been badly damaged, one of the crashes keeping the hospitalised Henri Pescarolo out of the team but after flat-out work right and day at Vézey Matra's young technical chief Gérard Ducarouge and his men managed to muster the full quartet.

This was led by Jean-Pierre Beltoise/Piers Courage in a brand new Type 650 Spyder, which is still a space-frame but uses suspension derived from the MS80 Formula 1 car; this was actually the car crashed a few weeks ago by Servoz-Gavin (due, Matra think, to a broken front upright, which resulted in heftier uprights on all the cars for the race) and its

rebuild was only completed on the Monday before the race. In one of the old 630s, rebodied with a 650 Spyder body, was Johnny Servoz-Gavin, paired with the racing gnome of Zurich, Herbert Müller, who has been going so well this season and had been borrowed from Filipinetti for this race. A similar car—actually using an old chassis which used to be the 4.7 Ford-powered coupé and was dusted off after Pescarolo's Le Mans accident in April wrote off the sole 640 coupé—was assigned to Autodelta refugee Nanni Galli and Robin Widdows. The fourth car, a 630 coupé, was actually the car raced here last year and then crashed at Daytona in February; drivers were 1964 Le Mans winners Nino Vaccarella and Jean Guichot.

The V12 Matra engines, prepared by René Fortin, had all done hours of bench testing, one of the results of which was drastically reduced fuel consumption, and power output was quoted as 405 bhp with a usable rev band between 7000 and 10,200 rpm.

France's other Group 6 challengers, the Michelin-shod Alpines, were perhaps appearing for their last Le Mans with the Gordini-built V8 engines, for Automobiles Alpine are rumoured to be looking for a new engine man. All four 3-litre entries were 1969 A220s with ZF gearboxes; the oldest had a fixed rear spoiler and side radiators, and everyone tried it in practice. Of the other three, one was a brand new car and the other two had been used at Spa and Monza. The ATE brakes had been replaced by big Girtings, which overcame the problems suffered at Monza but added weight, and the engines were unchanged, still with their meagre 310 bhp. All cars were fitted with an elaborate electronic device to limit suspension travel at high speed and add stability on the Musanne Straight. Mauro Bianchi, as the burns on his hands suffered in his accident in last year's race still prevent him from driving, was acting as team manager, drivers of the new rear-radiator cars were Patrick Depailler/Jean-Pierre Jabouille, Henri Grandsire/Jean-Claude An-

druet and Jean Vinatier/André de Cortanze, whose rallymen Jean-Pierre Nicolas/Jean-Luc Thénier were promoted from the 1500 class to drive the earlier car.

The Group 4 challenge

Opposing the prototypes and sharing the big Group 4 class with the 917 Porsches were a singleton Lola and six Ford GT40s. After their fine victory last year everybody was taking the JW Automotive team pretty seriously, although David Yorke himself regarded his pair as outsiders. The GT40 is now in its fifth year of racing and its weight—which has if anything increased over the years—is against it, but it is a good shape and, once under way, is fast and stable down the straight (with a five-year old design and no spoilers to speak of). At Le Mans the man with the most stable car suffers least from driver fatigue, and the job of keeping the big Porsches on the straight and narrow at 230 mph must have been quite a strain.

The Gulf JW cars were 1975, the car that won this race last year and Sebring this year, which had 14-in rear rims, and 1976, which spent much of last year's race in the Mulhannet sandbank and was still on 12-in rear rims. The familiar JW pairings were Jacky Ickx/Jack Oliver in 1975 and David Hobbs/Mike Hadwood in 1976. The carburated, Gurney headed engines had done many hours of testing at Vandervell's Madenhead plant, and 450 bhp, as opposed to last year's 412 bhp, was talked of. One engine had been run for 45 hours on the brake. Much of the extra weight since last year came from the very elaborate automatic fire extinguisher system, for the cars were little changed otherwise. This was to be the JW GT40's last race, apart from perhaps the Kyalami Nine Hours this autumn.

A very up-to-date GT40 was entered by Alan Mann at the instigation of Malcolm Guthrie, who got Frank Gardner as co-driver.

ALTOSPORT, JUNE 20, 1969

Nanni Galli (seen here at the Esses) and Robin Widdows both pressed on well in their 630 650 Matra V12, and would have finished higher than seventh had they not been delayed with fuel pump trouble during the night.

included in the deal. The car was beautifully prepared in Guthrie's maroon and grey colours and was in fact chassis 1009, repurchased from Holman & Moody who had never used it. It was 60 kgs lighter than the JW cars and was fitted with an all-steel Holman & Moody engine with Gurney heads producing 465 bhp on Tecalemit fuel injection, and a steel-side-plated ZF gearbox. Many suspension parts from the 7-litre Mk 2 Ford were incorporated, as well as Kelsey-Hayes 1½-ins ventilated discs in place of the usual Girlings. Keith Green was running the team, with Judith Jopp lending a hand, and Chris Craft was reserve driver.

Originally a reserve, the *Deutsche Auto Zeitung*-sponsored GT40 of Helmut Kelleners Reinhold Jöst was unchanged since its class wins at Monza and the Nürburgring, while a familiar car was Pete Sadler's old iron-headed 1010, which he was sharing with Paul Vestey, with Edward Nelson as reserve. Another GT40 was the ASA Isca entry for Jean-Pierre Han-noud/Dominic Martin, the other French GT40 of Hervé Bayard/Michel Martin ran its bearings early on in practice.

After all the works Leas were withdrawn, the sole remaining Slough representative was the immaculate red Scuderia Filipinetti Mk 30 with dry-sump Traco Chevrolet unit. Jo Bon-mer's codriver on this occasion, with Muller busy with Matra, was the bespectacled, gravelly-voiced story-teller from Kansas, Mas-ten Gregory, who won this race with Jochoen Lindt in 1965.

The car that Masten drove to victory was, incredibly, once again entered—the North American Racing Team's hoary old 275LM Ferrari, driven this time by Teodoro Zecchi, another out of work Alfa driver, and young Sam Posey. NART had also entered one of the new road-going 4.4 litre four-cam Daytonas coupés, which NART boss Luigi Chinetti drove up from Maranello himself. The Day-tona has yet to be homologated in Group 3, but has just been accepted into Group 4 as a 30-car batch is being completed. Rather sur-prisingly this particular Daytona had a

Scaglietti-built aluminium body, although the production cars were expected to be steel bodied. Bob Grossman was down to drive it, and Sam Posey was a possible codriver, while NART had also entered their ratty old Dino, which had, however, been given a new three-valve fuel-injection engine producing 220 bhp. Under the usual Trophée Chinetti deal it was assigned to two young French drivers, Robert Maeusset and François Migault, but NART's Mexican driver Ricardo Rodriguez (no rela-tion to Pedro) drove the car in practice—with disastrous consequences.

The smaller cars

Among the smaller capacity cars were the two Alfa Romeos; the Belgian Team VDS, run by Count van der Straaten, was once again upholding the honours of the Quadrifoglio in the absence of the works Autodelta team. The 2½-litre car, which was not too badly damaged in its Nürburgring shunt, was again driven by Teddy Pilette/Rob Slotemaker and had a long tail for this circuit. Similarly equipped was the 2-litre VDS T33, which pre-vented it from running in Group 4; Taf Gos-selin/Claude Bourgo-gnie were the drivers. Van der Straaten, who seems to be doing a much better job for Alfa's image than Autodelta are, was disappointed that the 3-litre car he has been promised all season was still not ready, but both his cars had new engines for this race.

The 2-litre Group 4 entry was poor, almost the only decent car being the yellow Pete Brown/Roger Lancia *Chevron-BMW* B8 from

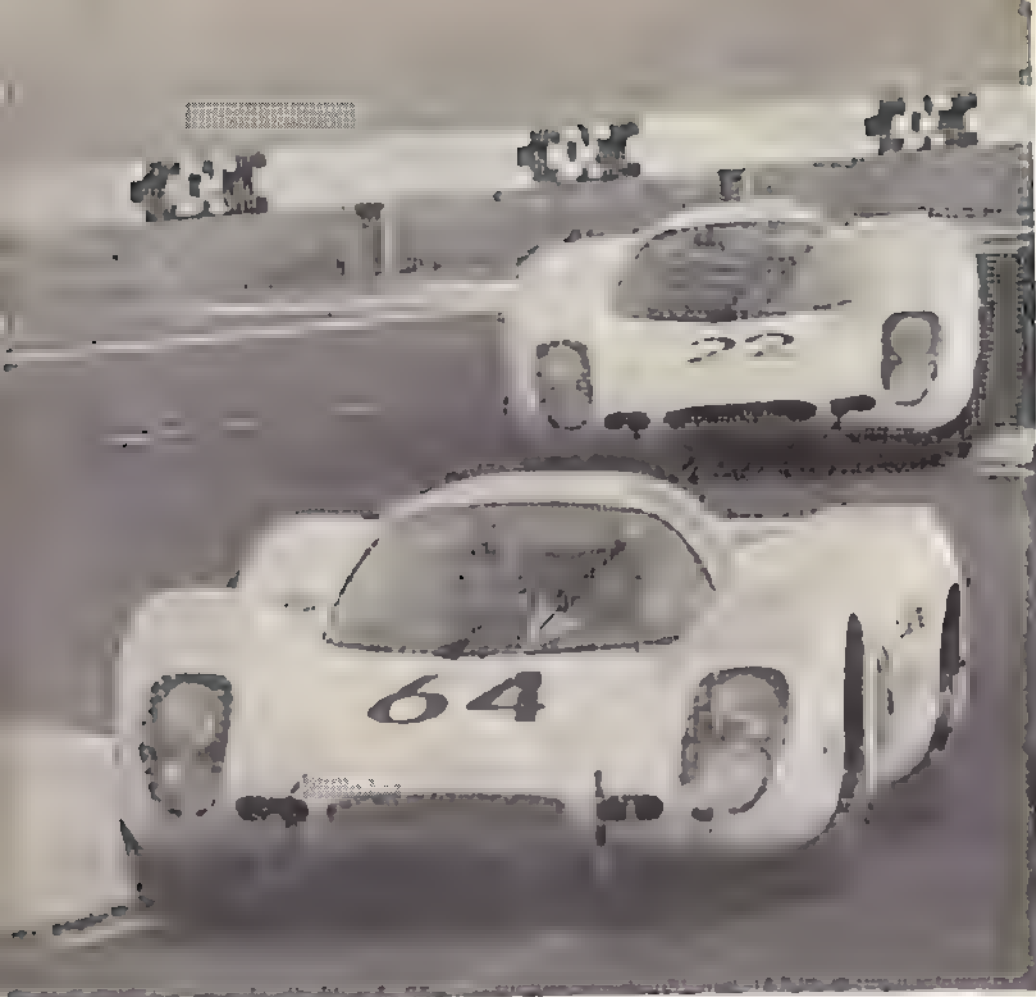
CB team. In Porsche 910s were Christian Porrot, teamed with hiltchmber Pierre Mau-blanc, and Jean de Mortemart Jean Sage in Robert Buchet's Wicky car, the non starting NART Dino was the only other entry in this class. The 2-litre Group 6 class wasn't much better, with no destroyed 907s which would surely be a good bet for this category. Mark König had the Mk 2 *Nomast* with its 2-litre 260 bhp V8 BRM unit; Tony Lanfranchi was codriving, and the team had two engines,

one for practice and one for the race. Another British effort was the Healey SR with 2-litre Cumax V8 engine for Clive Baker and John Harns; this car seemed completely unchanged since its outing last year, and would have been overweight even with a 3-litre engine.

Of the remaining Group 6 cars, almost all were Alpines, which had the Indices of Per-formance and Thermal Efficiency as their main goals. There was a pair of 1500 cc A210s, one with Kügelfischer fuel injection for ski hero Jean-Claude Kally and Bob Wollek, and the other on carburettors for Alain Leguellec, Bernard Tramont. The 1300 Alpine was the Trophée Le Mans car for Jacques Foucteau/Patrice Compain, and in the little 1005 cc machine (there is a lower capacity limit in this race of 1000 cc) were Alain Serpaggi, Christian Ethuin. Completing the small Group 6 brigade was an Abarth 1000SP (would you believe 1001 cc for this race!) entered by Fiat Abarth France for Mario Zanetti/Umberto Locatelli, the 1300 Unipower with BMC Competitions Dept 110 bhp engine for Piers Forrester/Stamley Robinson, and the pretty little Piper with 1300 cc twin-cam Ford unit for Tim Lalonde and John Burton, the Mar-tia V8-engined car failing to appear.

Those that complain that Le Mans is now-adays for specialised two-seater racing cars, and doesn't cater for road-going machinery as it did in the old days, would have been pleased to note that the Group 3 category had more entries than usual, with seven Porsche 911Ts, a Ferrari and a Corvette. Scuderia Fili-pinetti's 7-litre *Corvette* was the undamaged of the pair raced last year (the one that crashed was written off and used for spares); drivers of this 1469-kg monster were Henri Greder and Swedish F3 driver Reine Wisell. The Ferrari was also a Filipinetti entry, the GTB two-cam Competizione lightweight which in fact had been leased to Jacques Rey who was sharing it with Claude Haldi, with Wisell's arch-rival and compatriot Ronnie Peterson as reserve.

Most of the Group 3 Porsches were French owned. Probably the best prepared were the



Porsche train: through the Ford chicane go the Herrmann/Larousse 3-litre 908 coupé which so nearly won, and the similar car of Lins/Kausen, which was defeated by clutch trouble near the end

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Auguste Venillet entry for Claude Ballot-Lena/Guy Chasseuil and Claude Laurent's, shared with Jacques Marche. The Jean-Pierre Gaban/Yves Duprez and André Wicky/Edgar Berney cars were a lot longer in the tooth, while in converted roads cars were René Mazzia/Jean Mesange, Jean Egretaud/René Lopez and Philippe Farjon/Jacques Dechaume!

PRACTICE

As usual practice was in two sessions on Wednesday and Thursday afternoon/evening, with brief periods of darkness both days and a free day on Friday for the mechanics to check over their charges. The days of scrutineering and practice were dominated by the controversy over the movable flaps on the Porsches. Rico Steinemann said that he would withdraw the cars on safety grounds if the flaps were not allowed, not wanting to risk his cars or drivers, while some opposing teams, including Matra, threatened to withdraw their own cars (Matra had removed the wide moving spoiler that their cars had worn during the practice weekend in March) if Porsche were allowed to keep their flippers. Porsche's main argument as far as the 917s were concerned was that, as they had been homologated into Group 4 with their flippers, and that the whole arrangement was part of the bodywork and suspension, it would be wrong to remove them. As a compromise, the organising club

allowed the cars to practise with their flaps in position while the subject was discussed; it was suggested that they would have to run in the race with the flaps in any one fixed position, but Porsche tried this and found that on the 917s it was almost worse than none at all.

On the second day of practice Porsche sent round a petition to all competitors asking them to sign it if they did not mind the flippers being retained; it also pointed out that further tests with the wings fixed on the 917 had given Stommelen a bad fright. Rolf just said the car was impossible in this form. Almost everybody did sign it, the dissenters including Jo Bonnier and Franco Gozzi on behalf of Ferrari. CSI president Maurice Baumgartner and Porsche team manager Rico Steinemann were seen to be conferring on several occasions, while the ACO simply said they were complying to CSI rules. Finally, a compromise was reached: the 917s were allowed to run as homologated, with movable flippers—a great victory for Rico Steinemann—but the 908s had to race with their full-width flaps in a fixed position.

No doubt about it, the big Porsche is fast. Although naturally more of a handful through the corners, it was reaching the almost incredible speed of 236 mph down the Mulsanne straight, at which speed the kink halfway down the straight is a ten-tenths corner! The old lap record standing to Denny Hulme with a 7-litre Ford before the Ford chicane was built was 3 m 23.6 s, which puts into perspective Rolf Stommelen's best lap on Wednesday of 3 m 22.9 s, an average just a shade under 150 mph—on a course with several very tight corners. . . . The same driver's fastest time in March practice was 3 m 30.7 s.

Ahrens was almost as fast, although he got in considerably less practice, but on Thursday the less powerful car of Elford got within 3.8 secs of Stommelen's time to be second fastest

The spare 917, in the hands of Brian Redman and Herbert Linge, managed 3 m 27 s; Siffert tried both a coupé 908 and the Spyder as well as having a brief run in one of the 917s, and on the second day in the open car managed 3 m 29.9 s, easily the fastest 3-litre time. Sepp's 3 m 32.6 s in the coupé earned Lins/Kausen a good position high on the starting lineup; both Sepp and Redman were happy to opt for the little open car, saying it was much more stable down the straight and through the fast corners.

Porsche swapped tyres as often as they changed drivers, trying both Dunlop and Firestone rubber, and were still undecided at the end of practice as to which was the best compromise. Dunlop have a new and still officially nameless new compound developed specifically for the Porsches, although they didn't get round to serious testing with this and were using 184 compound in two different constructions, and YB11 Firestones. None of the Porsches had any serious troubles throughout practice, although two 917s threw front treads on their very low-profile Dunlops; a higher-profile tyre was substituted.

First to split the Porsches was Pedro Rodriguez, who found the handling of the Ferrari coupé not to his liking on the first day. The little spoilers on the front wings were removed and the lip on the tail reduced for the second day, and Pedro, finding the car much more stable, got down to 3 m 35.5 s. David Piper, as much a Le Mans veteran as Rodriguez, was driving the 312 for the second time, having stood in for Amon at Spa. Next fastest were Herrmann/Larousse in their 908, which the German got round in 3 m 35.6 s on Wednesday, while newcomer Larousse did a creditable 3 m 40 s. Amon in the second Ferrari improved to Herrmann's time on the second day after his car had received the same aerodynamic mods as Pedro's.

Schatz and Mitter did very little practice on either day but were nevertheless third quickest 908, also doing a 35.6. John Woolfe's 917 was driven by Ahrens into 11th fastest position in 3 m 35.8 s, and next up was the fastest Group 4 car, the Bonnier/Gregory Lola, which did 3 m 36.2 s, although the big Lola is notoriously a bad shape, suffering severe wind resistance over 180 mph. Of the special tail tried by the late Paul Hawkins during the test weekend in March there was no sign, but for the second day of practice, after trying Holley carburettors and finding that there was a power loss, the car was back on Webers. On one occasion Jo Jo came in looking less than usually immaculate, with blood and feathers in his beard, a bird had got stuffed in one of the cockpit fresh air ducts, giving Jo one per cent cool air and 99 per cent hot feathers.

Fords play it cool

It was interesting that the Lola was quicker than the fastest Matra, which was the Servoz-Gavin/Müller 630/650 on 3 m 36.4 s, with the Beltoise/Courage 650 1.1 secs slower. Ickx managed a time 2 secs better than the best JW practice lap last year, getting down to 3 m 37.5 s on the first day and not even bothering to practise on the Thursday. Less than 2 secs slower was the Hobbs/Hatwood car, which suffered from an elusive misfire, while another GT40 to do little Thursday practice after a clevis pin fell out of the accelerator linkage was the Guthrie car, although Frank Gardner stroked it round in a 3 m 42.7 s on Wednesday. Then came the Matras of Galli/Widdows (3 m 43.8 s) and Vaccarella/Guchet (3 m 44.6 s); all the Matras still seemed to be a little unstable under braking.

The fastest Alpine (Vinaserde Cortanze) did a worthwhile 3 m 44.9 s, leading its teammates in the hands of Nicolas/Therier (3 m 45 s), Depailler/Jabouille (3 m 45.6 s) and Grandure/Andruet (3 m 47.2 s). The German

GT40 was very consistent both days (3 m 51.1 s), while old NART LM distinguished itself with a 3 m 53 s. Other practice times were

Prette/Sotomaker (2.5 Alfa T33), 3 m 53.7 s; Sadier/Vestey (5.0 GT40), 3 m 57.7 s; Hannoud/Martin (5.0 GT40), 3 m 59.7 s; Grader/Wiesel (7.0 Corvette), 4 m 5.3 s; Meusset/Rodriguez (2.0 Dino), 4 m 6.1 s; Gosselin/Bourgoigne (2.0 Alfa T33), 4 m 9.6 s; Poirot/Maubanc (2.0 Porsche 910), 4 m 12.8 s; Baker/Harris (2.0 Healey), 4 m 13.7 s; Montemari/Sage (2.0 Porsche 910), 4 m 15.5 s; Eneaver/Brown (2.0 Chevron), 4 m 16.9 s; Nicolas/Therier (1.5 Alpine), 4 m 17 s; Kong/Landfranchi (2.0 Nomad), 4 m 18.7 s; Grossmann/Posey (4.4 Ferrari), 4 m 19.2 s; Killy/Wolke (1.5 Alpine), 4 m 22.4 s; Foucault/Compain (1.3 Alpine), 4 m 25.6 s; Ray/Hardi (3.3 Ferrari), 4 m 25.8 s; Egretaud/Lopez (2.0 Porsche 911), 4 m 28.2 s; Gaban/Duprez (2.0 Porsche 911), 4 m 29.8 s; Balot-Lena/Chasseuil (2.0 Porsche 911), 4 m 30.5 s; Wicky/Berney (2.0 Porsche 911), 4 m 34.3 s; Zanetti/Locattelli (1.0 Abarth), 4 m 37.6 s; Farjon/Dechaumel (2.0 Porsche 911), 4 m 40.2 s; Mazzia/Mesange (2.0 Porsche 911), 4 m 40.3 s; Serpagn/Ethuin (1.0 Alpine), 4 m 40.3 s; Laurent/Marche (2.0 Porsche 911), 4 m 48.2 s; Forrester/Robinson (1.3 Unipower), 4 m 58.8 s; Lalonde/Burton (1.3 Piper), 5 m 10 s.

The most serious incident of an uneventful practice period came just before the end of the second day, when Ricardo Rodriguez in the NART Dino passed team-mate Grossmann in the new Daytona 360GTB on the outside of the Mulanne kink, got out of shape and spun backwards into the new guardrails, forcing Grossmann to take avoiding action which put the GTB into the rail, damaging the front and rear of the car. The Dino was badly crumpled, but both were driven back to the pits, however, neither car started the race.

Another to get into trouble was Kelly, who optimistically tried to take the Indianapolis corner flat on his second lap of practice and spun off, suffering no more than crumpled plate and bodywork. The Piper got in very little practice and was plagued with various problems, the back body section blowing off at one stage. The Chevron was well-driven but seemed a bad shape for the Mulanne straight, it had an engine change and all the electrics were checked to cure a misfire.

John Woolfe found first gear instead of third and over-revved the 917's flat 12 motor, but the works team provided a replacement engine, and they also painted a stripe in Wolfe's blue and yellow colours over the car. As the Piper had done so few laps, and Burton never got a proper drive in the car, it was deemed not to have qualified, although the organisers didn't inform Brian Sherwood and his team until they had finished fully preparing it for the race. The Unipower was also predictably not allowed to start as its codriver was too slow.

Friday was a day of preparation, and there was consternation in the JW camp when the bellhousing of the Hobbs/Hailwood car was found to be cracked. As JW had no spare they had to borrow one from the Guthrie/Mann team, who changed their own engine to cure an ominous vibration.

RACE

AFTER a week of hot sunshine, race day was close and overcast. The French presidential elections had caused the starting time to be brought forward to 2 pm, with the French GT40 of Hannoud/Martin added to the list of non-starters after it blew its engine in practice, the traditional Le Mans echelon lineup comprised just 45 cars. The circuit, with its new guard rails and run-off areas replacing the familiar sand banks, was completely dry. All the Porsches were on Dunlops with the exception of the Siffert, Redman Spyder and the 908 of Lms Kauhsen.

There was the usual build-up before the start, and finally the road was cleared, the tricolor fell and the drivers scampered towards their cars. First to move was probably David Hobbs' GT40, but the Porsches



The fastest car in the race, the Stommelen Ahrens 917 Porsche, led at the start, and struggled on for hours with an oil leak before retiring in the early hours of Sunday



Mike Hailwood climbs out of the third place GT40 during a routine pit-stop while David Hobbs waits to take over



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at the head of the queue were very quickly under way, fighting up the road, with Stommelen going into the lead from Siffert.

It was on that first lap that the serious accident occurred. The leaders came through to complete their opening round, with Stommelen already well ahead and the other 917 of Elford up to second just in front of Siffert, Schutz (908), Herrmann (908) and Bonnier in the Lola. Then, after a gap, came Lins (908), Hobbs, Pilette well up, Servoz-Gavin in the first Matra, Galli and Depailler. Then no more cars came through. There was an ominous pause, and a huge and frightening pall of smoke rose from the circuit beyond the chicane.

John Woolfe had lost the 917 coming over the hump through the curves before White House kink, a very fast section (150 mph) of the course, and got two wheels on the grass. The Porsche hit the guard rail, flipped and continued down the road on its roof before breaking in two, catching fire and scattering debris everywhere. Poor Woolfe was thrown out and died in the helicopter as he was rushed to hospital. Immediately behind was Amon's Ferrari. The complete fuel tank fell out of the remains of the Porsche and wedged under the Ferrari's nose, setting it on fire; Amon pulled the car off the road, punched the button to start the car's integral fire extinguishers (which prevented the car from being burnt away to nothing) and jumped out unhurt.

Following Amon had been Frank Gardner in the Guthrie GT40, which ran over burning fuel and caught fire around the bodywork. Frank undid his seat harness and

opened the door, ready to jump out if the fire became worse, and drove on to the pits—by which time the flames had blown themselves out. The track was now completely blocked by burning wreckage and the rest of the field queued up waiting for it to be cleared.

It took several laps for the race order to sort itself out as a result of this débâcle, especially as several of the faster machines had made very leisurely starts. Rodriguez in the other Ferrari had been struggling to do up his seat belts down the Mulsanne straight and was well down, while Ickx had made a deliberately slow start, sauntering across the road to his car and doing his belts up carefully, partly to avoid all possible first-lap dramas and partly as a public protest, as he thinks the Le Mans start is needlessly dangerous. Other cars were to suffer trouble from the first-lap accident: Gardner was soon back in the pits, for wreckage had holed the radiator, and after a couple of stops the radiator itself was changed. A similar fate befell Baker in the Healey and, although they kept topping it up with water, they had no spare radiator and the car was an early retirement.

Vic Elford made a very hasty stop on lap 6 as he had found that his door was not properly shut, which was a bit worrying at 220 mph, and next time round Stommelen was badly baulked by a Porsche 911 going into the chicane and had to dive off into the pit lane (which goes behind the chicane), stopping at his pit just long enough to make it a pit stop and avoid penalty, but this was enough to put the 3-litre Spyder of Siffert briefly into the lead.

By lap 10 the order had established itself somewhat. Stommelen and Elford (917s) led Siffert, Schutz and Herrmann (908s) and Bonnier's Lola. Then came Lins (908) and the four Matras, Servoz-Gavin ahead of Galli, Courage and Vaccarella. Pilette was now 12th, followed by Hobbs, who had made a lightning pitstop, Ickx, who was

moving up through the traffic, Rodriguez in the sole surviving Ferrari, and the first Alpine driven by Nicolas.

Elford was back in the pits again for a quick front wheel change after the tyre had started to chunk, while Ballot-Léna's 911 came in for throttle pedal adjustment. The Mortemart/Messange 910 was an early retirement when the engine ran out of oil—it had split its sump on wreckage—and it was later followed by the Wicky 911 which broke a rocker and holed a piston, apparently as a result of having been over-revved in practice.

The big sports cars are thirsty beasts, and the refuelling stops began almost before the first hour was up, Servoz setting the tone by arriving sideways at his pit with all his wheels locked and mowing down a few French marshals but not actually hurting any of them. Stommelen's 917 needed new front tyres as well as fuel, and as the 908s stopped a little later Siffert went into the lead again. His pitstop was a very rapid one, with Redman taking the car over, and by the time the other 908s had stopped the Spyder was well in the lead. Already the first Porsche was in trouble, for just after Ahrens took over from Stommelen he was in again with a crankcase oil leak. This was the beginning of the end for this car, for several stops dropped it right down the field but failed to cure the leak; it pressed on, making several pitstops and putting oil on its clutch and on the road, for over half the race, devouring several exhaust systems into the bargain, but it did not finally retire until dawn, encouraged by official disapproval of its out-laying characteristics from the organisers.

Frank Gardner, motoring down the Mulsanne straight, felt a driveshaft doughnut start to go; he kept the GT40 in top gear and nursed it back to the pits, where a new doughnut was fitted. They had had similar trouble in practice, which led Keith Greene to surmise that they had a bad batch of doughnuts, and after the lengthy job of fitting a new one was rewarded with another

Ferrari hopes were all centred on the Rodriguez/Piper 312P coupé after the first lap accident eliminated the Amon Schetty car, but despite looking and sounding glorious it succumbed to gearbox trouble





movable tail flippers

similar breakage, they called it a day. Also out with a broken head gasket was the Leguellec/Trazmont 1500 Alpine, which had languished in the pits since the third lap.

After two hours the official order was

1, Siffert/Redman (Porsche), 32 laps, 2 Elford/Attwood (Porsche), 32, 3, Herrmann/Larousse (Porsche), 32; 4, Schutz/Mitter (Porsche), 32; 5, Lins/Kauhsen (Porsche), 31; 6, Servoz-Gavin/Herrmann (Matra), 31; 7, Beltoise/Courage (Matra), 31, 8, Bonnier/Gregory (Lola), 31, 9, Galli/Widdows (Matra), 31; 10, Rodriguez/Piper (Ferrari), 31; 11, Hobbs/Hailwood (Ford), 30, 12, Gulchet/Vaccarella (Matra), 30, 13, Ickx/Oliver (Ford), 30; 14, Pilette/Slotemaker (Alfa Romeo), 30.

Jo Bonnier had lost two places to the two quickest Matras when a wheel balance weight flew off one of the Lola's front wheels, and he came in to have both front wheels changed and give Gregory a drive. Just after Pilette had handed over the well-placed 2.5-litre Alfa to Slotemaker, the Dutchman came in with the rear body section torn by a tyre, which had given him a bit of a moment on the straight. An oil pipe had also been damaged and the car had little oil pressure left, so it was retired. Another codriver to get in very little motoring was Tony Lanfranchi, for shortly after he took over the Nomad the first motion shaft bearing in the gearbox went and oil started to leak onto the clutch, so it was wheeled away. Christian Poirot ran out of petrol and pushed the 910 to the pits from the chicane for it to be replenished.

Rodriguez did almost three hours' motoring in the Ferrari before coming in to hand over to Piper; the Ferrari was just as popular with the crowd as the Matras, and was greeted with cheers and clapping on every appearance. In fact one of the Matras was in trouble, Müller limping round and weaving in with collapsing front suspension; the bolt holding the wishbone to the upright had worked loose. Two lengthy stops to rectify this dropped the car well down the list. Another French 3-litre car having a lengthy stop was the Andruet/Grandjean Alpine, which was overheating, soon to retire with both a blown head gasket and a broken oil pipe. The little Fiat Abarth broke its distributor, and the Filipinetti GTB was disqualified for filling up with oil before the mandatory 25-lap gap had ensued.

Meanwhile the Siffert/Redman Spyder had been droning consistently round in the lead,



Architect of victory: As the Hobbs/Hailwood Ford comes in for a night routine stop, acting team manager David Yorke waves it in with torches. His fine organisation played an important part in the Gulf-JW victory

with Redman driving just as quickly as Siffert, but just before the four-hour mark Siffert suddenly slowed and crawled in, lights flashing, with gearbox trouble. One of the gearbox oil pipes had broken and the box was running dry. The Porsche mechanics replaced all the pipes, filled the box up and sent Seppé out again, but as he drove away he couldn't find the gears he wanted. The box was already too badly damaged, and after another lap the car was wheeled away.

No sooner had Siffert come in than Piper brought the Ferrari in with the same sort of trouble. The nut on the back of the mainshaft had loosened, making the car jump out of fifth gear, and an 18-minute stop was required to fix it.

Thus after four hours' racing the positions were:

1, Elford/Attwood (Porsche), 65 laps, 2 Schutz/Mitter (Porsche), 64; 3, Herrmann/Larousse (Porsche), 64, 4, Beltoise/Courage (Matra), 63, 5, Lins/Kauhsen (Porsche), 63; 6, Galli/Widdows (Matra), 62, 7, Ickx/Oliver (Ford), 62; 8, Hobbs/Hailwood (Ford), 62; 9, Bonnier/Gregory (Lola), 61; 10, Gulchet/Vaccarella (Matra), 61.

Flashing warning lights and yellow flags heralded a happening out of sight under the Dunlop bridge: Widdows had spun his Matra when he got first instead of third going into the Esses (although the ZF box is meant to have a locking device to prevent this), but he got going again rapidly, having slightly damaged the tail section. He came in and handed over to Müller, the Matra mechanics taping up the battered tail.

The surviving Alfa Romeo ran out of road and the race at the chicane, spinning into the bales and damaging itself front and

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rear. The Lins Kauhsen Porsche lost third gear, and a couple of pit stops failed to find it again so the car pressed on without it, and then the Herrmann/Larousse 908 was in trouble. A front wheel bearing broke up and welded itself to the stub axle, and the whole front corner had to be replaced, which took half an hour.

These German dramas benefited the French cause, for behind the leading Elford/Attwood 917 and the Schutz/Mitter 908 the Beltoise/Courage Matra was now up to third place. In fact after the 908 threw a tyre out on the circuit and came in on the rim for a wheel change, they were neck and neck and having a tremendous dice, Beltoise pushing the Matra alongside up the hill away from the pits and even taking second place for a brief moment before he came in for a routine stop.

The Filipinetti Corvette, which had been rumbling round in the lead in the GT category, was now wearing its brakes out and suffering from a loose gear linkage, while the Depailler/Jabouille Alpine had an oil leak. The Bonnier/Gregory Lola, which had been going like a train for many hours, was now overheating, and a blown head gasket or cracked head was suspected, a loose oil tank added to the problems. The yellow JCB Chevron, which had been circulating very smoothly and looked as if it could easily last 24 hours, was the next retirement when a piston broke, while the 1300 Alpine (Fondeau/Compan) broke a wishbone.

As darkness fell 16 cars had already retired, and the two leading Porsches seemed well established in the lead, with the Lins Kauhsen 908, despite its lack of third gear, third. The Matra cars were all still in the race, but a series of lengthy stops to replace wheels and brake discs had cost them a few places, so that the JW pair were lying fourth and fifth overall ahead of the Matra trio and the Ferrari. The Beltoise/Courage car was delayed for several laps by a defective back light.

Official placings at 10 pm were

1, Elford/Attwood (Porsche), 130 laps, 2, Schutz/Mitter (Porsche), 127, 3, Lins/Kauhsen (Porsche), 126, 4, Hobbs/Hailwood (Ford), 124, 5, Ickx/Oliver (Ford), 123, 6, Beltoise/Courage (Matra), 123, 7, Galli/Widdows (Matra), 122, 8, Guichet/Vaccarella (Matra), 122, 9, Rodriguez/Piper (Ferrari), 122, 10, Nicolas/Therier (Alpine), 120, 11, Bonnier/Gregory (Lola), 120, 12, Herrmann/Larousse (Porsche), 119.

Another English entry which looked a good bet for a finish faded when the Sadler/Vestey GT40, after being called in to change a defective back light, ran into electrical trouble. The battery was not being charged, but under Le Mans rules an alternator cannot be changed; after a long pit stop and a lot of work the car was out. Soon after midnight two more of the 3-litre Alpines had gone, the de Cortanze/Vinatier car breaking an oil pipe and Nicolas/Therier's blowing a head gasket. The Ferrari was starting to use oil at a great rate, and it was being called in as often as was allowed every 25 laps—when it would usually accept something like 2 gallons.

At around 1 am things started to go badly for the Matra *equipe*, who up until then still had all their four cars in the race. Müller's car came to a halt at Arnage with a short circuit, and the little Swiss got a lift back to the pits in the Ferrari 365 2 Plus 2 course car. The Nanni/Widdows car lost nearly an



Ferrari new: David Piper (left) has just brought the 312P coupé in for attention to the troublesome gearbox that eventually caused its retirement.



Ferrari old: the incredible NART 250LM, which won in 1965, was driven into eighth place by Teodoro Zecchi and Sam Posey.

hour in the pits when the mechanical fuel pumps played up and the car would not run cleanly. Then Courage had a nasty moment: he was following the leading 917 down the Mulsanne Straight and, as the big Porsche blasted past a 911, the 911 veered across the road and into the Matra's front wing. Some time was lost in the pits next time round tapping up flapping fibreglass.

The Lola had disappeared from the race and most people thought it had retired, but in fact it was lurking in the Filipinetti pit where it had been for some considerable time. It had come in just before 11 pm when its overheating became serious, and in a determined effort to keep it in the race the mechanics changed both cylinder heads and gaskets, also replacing both front brake discs and all four wheels. The stop took a formidable 2 h 49 m, but all the work was in vain for shortly after Masten Gregory took the big car out it ground to a halt on the straight with its engine now well and truly blown up.

At half-distance things looked pretty good for Porsche, while thanks to Matra's troubles the Fords were sitting pretty, lapping almost in convoy and ready to take over should disaster strike the Germans. Official positions were

1, Elford/Attwood (Porsche), 192 laps, 2, Schutz/Mitter (Porsche), 188, 3, Lins/Kauhsen (Porsche), 187, 4, Ickx/Oliver (Ford), 184, 5, Hobbs/Hailwood (Ford), 184, 6, Guichet/Vaccarella (Matra), 183, 7, Beltoise/Courage (Matra), 182, 8, Herrmann/Larousse (Porsche), 181, 9, Rodriguez/Piper (Ferrari), 178, 10, Kelleners/Josi (Ford), 172, 11, Zecchi/Posey (Ferrari), 165.

However, the leading Porsche trio became a duo at 2.45 am when Schutz had a big accident in the second-place 908. Apparently he came up to lap Larousse as they went through the kink on the Mulsanne Straight; Larousse got through with only slight body marks, but Schutz didn't. The 908 rolled, disintegrated and caught fire, and Schutz was extremely fortunate to escape with only very slight injuries, having been thrown out, although he was taken to hospital for a checkup. The back half of the car partially blocked the road for a while.

The Porsche 910 of Porrot/Maublanc sounded horrid for a few laps thanks to a blown exhaust gasket, and eventually the car stopped and the gasket was replaced, the car rejoining in much more healthy voice.

Meanwhile at the head of the race Vic Elford and Dickie Attwood were obviously anxious not to do anything rash to throw away their four-lap lead, and their lap times were now down to 3 m 50 s—10 secs slower than the GT40s! Earlier they had cut their



Just as Philippe Farjon is about to line up his 911 for Arnage Corner, Beltoise screams through in the Matra, headlights blazing, and Farjon almost spins off in surprise. The bodywork damage on the Matra was caused by Courage touching another 911 earlier

peak revs on the Mulsanne Straight from 8500 rpm to 8000 to preserve the tyres and make them less likely to chunk.

The race ground on through the night with little further change, but as dawn broke at 5 am two red cars were in severe gearbox trouble: the Ferrari's transmission was tightening up and, with its oil-consumption ever rising, it was finally retired at 5.20 am. Not long afterwards the Corvette's selection troubles got worse, and when it started to select two gears at once it was finally abandoned out on the circuit.

Thus there were 19 cars left as the early morning mist cleared, and once again the Matras had made up some time—only to lose it in routine stops that were lengthy because of attention to the brakes. The Beltoise/Courage car had a 9-min stop in which the rear discs were changed and the battered front bodywork patched further. The JW team hit their only spot of bother when a Firestone mechanic broke the hydraulic bridge pipe on a front brake caliper on the Hobbs/Hailwood car; replacing this and bleeding the brake lost the car two laps. Meanwhile the Hermann/Larrousse Porsche, untroubled since its broken wheel bearing, was now up to fourth. At 6 pm, with 16 hours' racing completed, the order was:

1, Elford/Attwood (Porsche), 253 laps, 2 Lins/Kauhsen (Porsche) 248 3, Ickx/Oliver (Ford), 246; 4, Hermann/Larrousse (Porsche), 242; 5, Hobbs/Hailwood (Ford) 241; 6, Guichet/Vaccarella (Matra), 241 7, Beltoise/Courage (Matra), 238; 8, Kewenewer/Jost (Ford), 228 9, Zeccoli/Posey (Ferrari), 216 10, Galli/Widdows (Matra), 212.

About 20 mins later the last 3-litre Alpine ground to a halt with its bearings run, leaving Jabouille with a long walk back to the pits. However, the Alpine flag was still being flown by the Killy Wollek 1500 injection car, which was lying 12th overall behind the Porrot/Maublanc 910. The rest of the places were filled by the Group 3 Porsches and the 1-litre Serpagni/Ethuin Alpine; Egretaud/Lopez and Gaban/Deprez were having a close battle for the Group 3 lead, and from time to time were actually dicing on the road, but this was resolved when Lopez spun into the Armo barrier at Tertre Rouge and retired.

For the next two hours the only change in order among the remaining cars came when the Beltoise/Courage Matra wound in its more elderly closed team-mate and went into sixth place; the tenth-place Galli/Widdows Matra was right back on song and rapidly making up the deficit on the car in front of it, the old Ferrari LM, and its pursuit was helped when the Ferrari's windscreen broke and it came in to have a new one taped on. The

German GT40 was in trouble with gear selection and took to the escape road at the chicane on one occasion; it made virtue out of a necessity and came in to have the linkage adjusted. Then the fine drive by the Alpine pair of Killy/Wollek was ended by a broken shock absorber mounting, although the 1-litre car still kept buzzing round.

It began to look as though Ford's gamble on the Porsches' reliability had failed, but then suddenly, with only three hours to go, the whole race took on a new lease of life. First the leading 917 had a long unscheduled pit stop, during which the mechanics probed at the transmission, and then the car staggered away at much reduced speed—and proceeded to lap consistently in around 4 m 35 s! The gearbox housing had split and oil was leaking onto the clutch. This looked good for the second-placed Lins Kauhsen pair, and it was a smiling Kauhsen that climbed aboard to do his stint, but as he drove away up the hill his clutch was audibly slipping. A few laps later he failed to come round, having abandoned with no drive to the rear wheels at Mulsanne. Then, dead on 11 am, the leading Porsche came in again, and Elford got out. After a quick look, the mechanics wheeled the car away, to sympathetic but nonetheless excited cheers from the crowd. The Matra supporters and the Ford fans took on new hope; it had seemed almost impossible for one of the GT40s to lead this race, but there was the Ickx/Oliver car out in front.

The Porsche pit instantly realised the importance of the one car they had left, the Hermann/Larrousse 908, which was now in second place—and on the same lap as the leader; Hermann put on a spurt and started to lap in 3 m 40 s. The Matras were all singing round at a great rate, and the Beltoise/Courage car was not far behind the third-placed Hobbs/Hailwood GT40. But with both his cars being chased, David Yorke typically remained ice-cool and imperturbable, and his drivers continued to drive to orders.

Oliver brought the Ford in for a routine stop, which also included a brake pad change, and to cheers from the Porsche mechanics their 908 came past the pits to lead. But Ickx came rushing out in hot pursuit, and the Porsche still had its stop to make and was only 43 secs ahead. At 11.28 Hermann came in and handed over to Larrousse—and the Ford came through just as the Porsche accelerated up the pit lane, so that as they went up the hill the Gulf car was ahead.

The excitement was now feverish, and it was hard to realise that there were still 2½ hours of motor racing left—the length of an average Grand Prix. The Frenchman in the Porsche was driving very well despite his lack of experience in this type of car—his experience is primarily of rallies—and during the next hour he kept the Ford in sight, gradually bringing the gap down from 10 secs to 3.6 secs.

Both cars still had one refuelling stop to do, and by 12.30 Larrousse had the Porsche almost on the Ford's tail as Ickx peeled off going into the chicane and made for the pits. He stayed in the car as David Yorke, still astonishingly calm, directed refuelling operations. Five minutes later the Porsche had its stop—which took just 6 secs longer than the Ford's had done, so that the Ford boomed through as the Porsche got under way, now with Hermann back at the wheel.

It was incredible how evenly matched the cars were. The Porsche, perhaps a little tired after its long race, was about 500 rpm down on the straight, but Ickx on the other hand was now winding the Ford up to 7000 rpm (their earlier limit had been 6000) and was using all his ability to save seconds under braking and in corners. Now the Porsche was on the Ford's tail again and, with an hour to go, it was a no-holds-barred battle for victory in the world's greatest sports car race.

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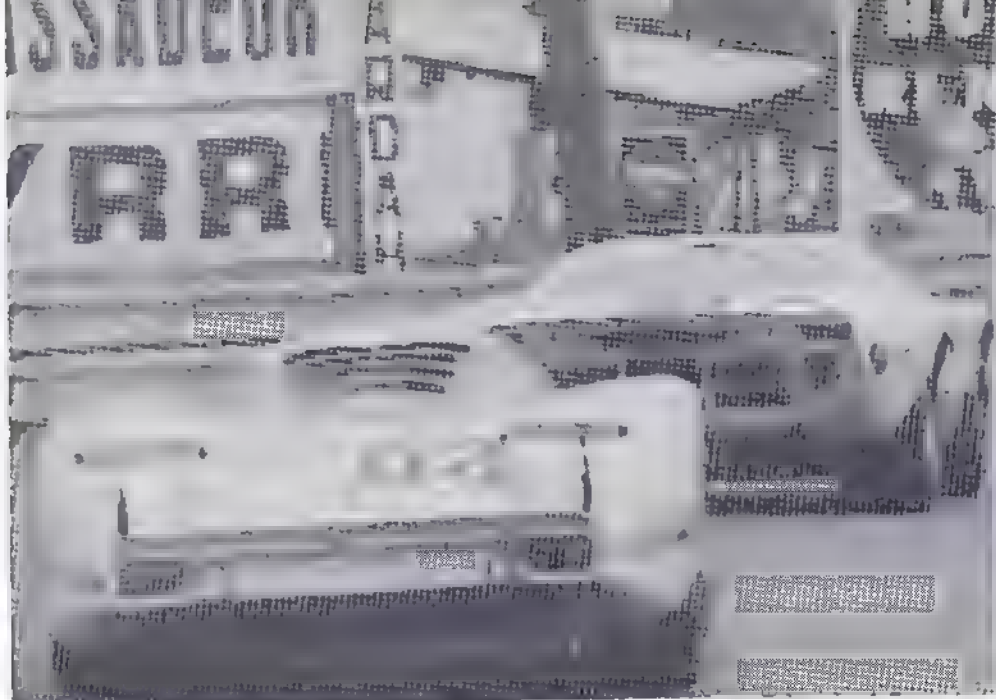
At 1.01 pm the Porsche got past the Ford and took the lead—but next time round the Ford was in front again. Further excitement ensued when the pair came up to lap Mike Hailwood in the sister car; Mike let Jacky through as they came into the Ford chicane and then held a very tactical line up the hill and down into the Esses which kept the Porsche at bay. In fact Hailwood stayed in front until, at top speed down the Mulsanne Straight on the next lap his Ford suddenly faltered—it was running out of petrol! As Mike groped for the reserve tank switch a furious Herrmann, having almost rammed the Ford at 190 mph, blasted past shaking his fist. In almost no time the Porsche had caught up and the two leaders were nose to tail again.

Ickx said afterwards that he spent almost all the last hour trying to work out exactly how to play the all-important last lap. It was obvious that there was little to choose between the cars, but the Ford was still braking amazingly well. (Larrousse admitted after his stint that all his efforts at outbraking the Ford into Mulsanne Corner after the long drag down the straight were frustrated, while Jacky said that throughout the closing hour he could see the Porsche in his mirror getting all out of shape as he piled on the anchors and tried to stick Herrmann into a mistake.) The Mulsanne Straight was the vital place, for Jacky discovered that if he led onto the straight, Herrmann would duck out of the slipstream and get past on the Hunaudières stretch—then farther down the straight Jacky could get a tow himself from the Porsche and squeeze past just in time to lead into Mulsanne Corner, and he could thereafter keep the Ford in front to the line.

While he was working all this out the lead changed several times. With 22 mins to go the Porsche led; a lap later the Ford; two laps later the Porsche; a lap later, with eight minutes to go, it was the Ford again. The tremendous excitement affected everyone: the enormous crowd was almost hysterical, and marshals, pit crews, press men, the commentator, everyone was beside himself with suspense.

To add to the tension, it seemed that the next lap would be the last, and Ickx made sure he was in the lead as they came through, but the flag was due to come out at 2 pm, and it was about 15 secs before 2 pm as they crossed the line, so Jacky had to go through his carefully rehearsed routine all over again. But next time through the flag was certainly out—in fact the road was already full of people, because most of the rest of the finishers had already taken the flag and were being congratulated by their pit crews—and to tumultuous cheering, it was Ickx who had won, with 100 yds to spare. It turned out later that both cars were almost on their last gallon—although the Ford had an additional reserve of two gallons which Ickx did not need.

Beside this tremendous finish almost everything else paled into insignificance, but the French crowd still had plenty of breath left to cheer home the Matras and the little Alpine. Both Belloise and Courage had been driving their Matra like demons in the closing stages, but although they had been closing on the second GT40 at about 2 secs a lap, Hobbs and Hailwood had the matter well in hand and came home to boost the JW win even further with an excellent third place. The Matra performance was a fine one, however, for three of their four entries had finished in fourth, fifth and seventh places, despite more



The dice of the race in the closing hour, with the fixed flapper 3-litre Porsche hard on the tail of the GT40

than their fair share of time in the pits.

The crowd went completely berserk at the end of the race, swarming all over the track. The gendarmes completely lost control and, after trying to beat the hordes back by shooting fire extinguishers over their heads, gave up completely.

The sixth place by the German privateers Kelleners/Jöst is the peak of a very fine year which has included Group 4 victories at Monza and the Nurburgring, while no less creditable was the amazing old NART Ferrari LM, which really must know its way round Le Mans now, and was eighth. The Poirat/Maublanc Porsche 910 was ninth, the only 2-litre Group 4 car left, and the quartet of surviving Porsche 911s was led by Gaban and Deprez, with the little Alpine, which won the Index of Performance, splitting them in 12th place.

The Index of Thermal Efficiency, based on

25ème Grand Prix d'Endurance et de Rendement de 24 Heures du Mans, June 14-15 FIA Group 4 and 6 Championship, round 8

1. Jacky Ickx/Jack Oliver (4.9 Ford GT40), 372 laps, 3006.46 miles, 125.44 mph (record speed for circuit with chicane)
2. Hans Herrmann/Gérard Larrousse (3.0 Porsche 908), 372 laps
3. David Hobbs/Mike Hailwood (4.9 Ford GT40), 368 laps
4. Jean-Pierre Beltoise/Pierre Courage (3.0 Matra 830), 368 laps
5. Jean Guichet/Nino Vaccarella (3.0 Matra 830), 359 laps
6. Helmut Kelleners/Rainald Jöst (4.9 Ford GT40), 341 laps
7. Nanni G. N. Robin Widdows (3.0 Matra 830/650), 330 laps
8. Teodoro Zoccolli/Sam Posey (3.3 Ferrari 275.M), 329 laps
9. Christian Poirat/Pierre Maublanc (2.0 Porsche 910), 312 laps
10. Jean-Pierre Gaban/Yves Deprez (2.0 Porsche 911S), 306 laps
11. Claude Ballot-Léna/Guy Chasseuil (2.0 Porsche 911S), 301 laps
12. Christian Ethuin/Amin Serpaggi (1.0 Alpine-Renault A220), 292 laps
13. Claude Laurent/Jacques Marche (2.0 Porsche 911), 287 laps
14. Philippe Farjon/Jacques Dechaumel (2.0 Porsche 911), 286 laps

Index of Performance: 1, Ethuin/Serpaggi; 2, Herrmann/Larrousse; 3, Beltoise/Courage; 4, Guichet/Vaccarella; 5, Ickx/Oliver; 6, Hobbs/Hailwood

Index of Thermal Efficiency: 1, Ickx/Oliver; 2, Hobbs/Hailwood; 3, Kelleners/Jöst; 4, Ethuin/Serpaggi; 5, Beltoise/Courage; 6, Ballot-Léna, Chasseuil

Class winners
Fastest lap: Vic Elford (4.5 Porsche 917), 3 m 27.2 s, 145.42 mph (record for circuit with chicane)

Winners' equipment: Ford GT40 Ford engine Weber carburettors;ZF gearbox, Konig shock absorbers, Girling brakes, Autolite plugs, Exide battery, Marchal lights; Gulf fuel and oil, Firestone tyres

fuel consumption and weight, went to the winning Ford, while the fastest lap was Elford's after his stop early in the race, a new record comfortably under the 3½ mins mark in 3 m 27.2 s, an average speed of 145.42 mph

So for the fourth year running Ford had won Le Mans—and for the second year running it had been a non-works team that had scored the victory. John Wyer was not at Le Mans this year, having to stay in England because his wife was unwell, but all credit to David Yorke for matchless team management and strategy, to Jacky Ickx and Jack Oliver for superb driving, consistency and level-headedness, to the JW mechanics for their flawless preparation, and to Gulf for their sponsorship. The GT40, if it has not already been, must now be considered one of the classic racing cars of all time—and old 1075 in particular, which by now must have clocked something like 20,000 racing miles

Retirements in order of withdrawal: John Woolfe/Herbert Linge (4.5 Porsche 917), accident; Chris Amon/Peter Schetty (3.0 Ferrari 312P), accident; Jean de Mortemart/Jean Sage (2.0 Porsche 910), run bearings; Alain le Guellec/Bernard Tremont (1.5 Alpine-Renault A210), head gasket; Clive Baker/John Harris (2.0 Healey-Camex SR), holed radiator; Mark King/Tony Lanfranchi (2.0 Nomad-BRM Mk 2), gearbox leak, oil on clutch; André Wicky/Edgar Bernay (2.0 Porsche 911), broken rocker, holed piston, Mauro Zanetti/Umberto Lopatelli (1.0 Abarth 1000S), broken distributor; Teddy Pletts/Rob Stelmaker (2.5 Alfa-Romeo T33), body damage and low oil pressure.

Frank Gardner/Malcolm Guthrie (4.9 Ford GT40), driveshaft doughnut; Jo Siffert/Brian Redman (3.0 Porsche 908), gearbox; Jacques Rey/Claude Huid (3.3 Ferrari 275GTB), disqualified, infringed oil replenishment limit; Jean-Claude Andruet/Henri Grandere (3.0 Alpine-Renault A220), head gasket and oil leak; Tal Gosses/n/Claude Bourgoigne (2.0 Alfa-Romeo T33), accident; Roger Enver/Pete Brown (2.0 Chevron-BMW B8), broken piston; Jacques Foucheau/Patrice Compain (1.3 Alpine-Renault A210), broken wishbone.

Peter Sadler/Paul Vestey (4.7 Ford GT40), electric; Jean Vinatier/André de Cortanze (3.0 Alpine-Renault A220), broken oil p.p.; Johnny Servoz-Gavin/Herbert Müller (3.0 Matra 830/650), short circuit; Jean-Pierre Nicolas/Jean-Luc Thierier (3.0 Alpine-Renault A220), blown head gasket; Jo Bonner/Masten Gregory (5.0 Lola-Chevrolet T70 Mk 3B), blown engine; Udo Schütz/Gerhard Mitter (3.0 Porsche 908), accident; RoH Stommelen/Kurt Ahrens (4.5 Porsche 917), oil leak; René Mazzia/Jean Mesange (2.0 Porsche 911) engine

Pedro Rodriguez/David Piper (3.0 Ferrari 312P) gearbox; Henri Gréder/Reine Wiesel (7.0 Chevrolet Corvette), gear selector mechanism; Patrick Depailler/Jean-Pierre Jabouille (3.0 Alpine-Renault A220), con rod; Jean Egretaud/René Lopez (2.0 Porsche 911), accident; Jean-Claude Kilby/Bob Wonek (1.5 Alpine-Renault), broken shock absorber mounting; Rudi Lins/Wilhelm Kaushen (3.0 Porsche 908), clutch; Vic Elford/Richard Atwood (4.5 Porsche 917), gearbox split, oil on clutch

CanAm 2:

Hulme's turn at St Jovite

Works McLaren's first and second — Surtees retires after incident with McLaren — Chuck Parsons (Lola) third

Story and pictures by PETE LYONS

AFTER a 159-mile romp through the Quebec forests at Mont Tremblant-St. Jovite last Sunday, Denny Hulme evened the 1969 CanAm Series score with his employer. Again in this race the two works McLaren's hung about to make a race of it, and John Surtees and Lothar Motschenbacher took them up on it. Unfortunately Surtees and McLaren got involved in a yellow flag situation and bodywork damage forced the former's retirement, while the latter was held up with throttle spring trouble before setting third fastest time of the day. Chuck Parsons brought an overheating and in-handling Lola home third, and George Eaton kept the McLaren on the island this time and proved to be a serious contender; John Cordts put up a good drive in a more modern McLaren. Dan Gurney suffered engine failure in practice and non-started.

THE St Jovite circuit is in the foothills of Mt Tremblant Provincial Park, a vast, hilly, wooded region of lakes and rushing streams. The atmosphere strikes one as Swiss, French Swiss in fact (which should make all those Swiss Grand Prix drivers feel at home), and it is very charming to go to a North American race and hear all the announcements in French. The 2.65-mile lap itself is like a roller-coaster ride, being all up and around and down incessantly. In a road car, before they catch you and throw you out, it is incredible; in a racing car it must grey your hair. There is scarcely any place even to glance at your instruments—although, to hear Denny Hulme tell it, the big "idiot lights" on his panel have pretty much eliminated any looking at instruments at all. The fastest-ever lap of the circuit was set jointly by Amon and Rindt practising for last autumn's Canadian Grand Prix in 1 m 33.8 s.

This is surely the most appealing of all American circuits, and what anyone could possibly fault in the scenery is cancelled utterly by the local girls. It would be a fine plan to have all races here.

The wing question as far as CanAm racing goes has been resolved for the balance of the season by the SCCA and CASC simply refusing to be pressured into ruling either way. Thus Bruce McLaren Motor Racing kept their twin M8Bs in bewinged Mosport trim, although they do carry 1968 style bodywork with them. For this second race McLaren's own car had a "soft" engine giving 590 bhp, while the outwardly identical unit in Hulme's was "in the mid 600 range." It was still of 427 cu.ins displacement, and Bruce said it was right at the maximum; any more horses will have to come from more inches. Tried briefly were rubber hoses dropped down the intake tubes to restrict the choke area and raise gas velocity. Although this has a measurable effect on the dynamometer, Bruce was surprised to detect none on the track, and they were removed.

The new Chaparral is still not race-ready, and John Surtees again brought along Jim Hall's white M12 McLaren. The "hack" Mosport engine gave way to a new unit with brand new injector manifold of cross-over configuration, subtracting the intakes from the frontal area and drawing air from the quiet boundary layer atop the engine cover. No longer do Chaparral engines use a high-pressure fuel pump. A Lucas metering unit feeds the nozzles downstream from the butterflies through light plastic hoses. Output was "around 630 hp." Surtees had had no opportunity to test the car since Mosport (having gone to Europe to test another type of car

which itself was unready to be tested); at Mosport he had suffered non-delivery of proper front wheels and raced on 8-inch treads, while at St Jovite he had wider ones but this time the tyres for them failed to turn up, so to get the car to handle with some degree of balance he had to fit inferior covers to the rear.

Lothar Motschenbacher, too, had been busy in other spheres, and had to pick up where he left off at Mosport with a dying engine. He is trying to set himself up as a supplier of the big Chevrolet unit, but obviously has to sort out his own first. On the M12, which went straight from the drawing board into production with very little testing, a big cockpit-environment problem was discovered at Mosport. The hot air from the radiator outlet flows over the very small, Ferrari-style cockpit in such a way as to prevent circulation, and the driver roasts alive. (The tall injector tubes rise 3 inches above this layer of hot air.) Copious hole-drilling and air-damming are being attempted, but the real answer may well be to stop extracting air

over the nose, or to move the radiator bodily to the rear *à la* Chaparral.

Chuck Parsons' Lola is not a T162 but a T163, a difference which seems to involve lighter gauge chassis metal of .027 ins; the all-up weight is supposed to be under 1500 lbs. The mechanics are very pleased with their "bird" (Chaparral) engine, saying they seem to be changing fewer bits and pieces than with their previous brand.

A new Lola is on order for Jerry Titus. At St Jovite Terry Godsall entered for him the old McLaren M1C with 351 cu.ins Gurney-Weslake that George Eaton used last year, Titus' own M6B having been sold. Eaton himself had his M12, John Cannon the Ford engined M6B (ex-Bonnier), and Fred Baker the ex-Donohue M6B bought after Las Vegas by Dick Smothers. John Cordts took over Roger McCaug's M6B, while Dick Brown appeared with his M6B fitted with an aluminum Chevy and his own home-made fuel injection rig.

All American Racers brought the McLeagle, fitted since the Mosport suspension breakage with all-new M12 suspension, and provision for mounting both wings. The 34 cu.ins Ford engine was the same block as at Mosport but with fresh heads fitted, as a machining error in one had been responsible for a Cooper ring crushing there. Power output is quoted as 540 bhp at 8000 rpm.

Cro-Sal made the race, having solved the turbocharger problems suffered in Mosport practice. This is all an interim effort: the



John Surtees looks over his mechanics' shoulders as they work on the Chaparral-entered McLaren. Note the cross-over fuel injection system.

Oldsmobile division of General Motors have interested themselves in racing the same way Chevrolet has, that is to say unofficially, and made available aluminum engines (real) and engineers (phantom). Armco Steel Co. is sponsoring a 4wd car around the 455 cu.ins version. Although the engine is ready, the McKee chassis is not, so to get experience Cro-Sal has put the twin-turbocharger installation on the 389 cu.ins aluminum block fitted into the old McKee "wedge" driven last year by Charlie Hayes. Double turbos were chosen to reduce some of the throttle lag problem experienced by USAC engines. As presently set up they provide only 14 psi boost and something in the neighborhood of 625 bhp, which comes on very suddenly. The original press announcements had NASCAR ace Paul Goldsmith down to drive, but apparently he himself suggested Joe Leonard would be a more suitable driver. Leonard has done some road racing, on this same circuit with USAC cars in fact, although the former motorcycle champion and once third placeman at Indianapolis hadn't actually handled a sports car before. There was a conflicting USAC date at Langhorne, but Joe chose to run at St. Jovite. It would be amusing but hardly proper to quote his phone conversation with USAC about it!

Goodyear turned up with a new tyre for their folks to try, a standard casing and compound with a more "cruciform" tread pattern. Explained Bud Poormam: "Everybody is trying to come up with a truly universal tyre, good in wet, damp, dry, oil, whatever. This one isn't ready to race, we just want to generate some history on it."

FRUITED

THE SCCA wants to restrict qualifying days to one, so as at Mosport only Saturday's times counted, and were taken in a single four-hour afternoon session. It was a really beautiful sunny day, and the McLarens were clearly top dogs, having both got into the 1 m 32 s bracket on Friday, 3 secs better than Surtees who was next. After getting the cars warmed up very little was done. Bruce tried out the rubber intake restrictors, and Denny asked for insulation to be applied to the scuttle area above his shins. Both had plenty of time to look after customers, sign autographs, watch the lines of others, watch the lines of girls, etc.

Meanwhile everyone else flogged around trying to make a dent in their problems. All three M12s had various defectors and holes made up to try to cool the cockpit. Surtees had a strong car mechanically, but the mediocre tyres were twitching him all over the road and causing extreme understeer. He made up his mind to fit a wing for the next race, having followed the M8Bs around and seen how they seemed nailed to the road over the hills. At one point all eight sparking plugs had to be changed, an operation requiring the car to be jacked up, and "Texas John" was also having to drive by ear, the tach being unreliable over 6000 rpm. Motschenbacher already had a wing made, but there had been no time to fit it. As the afternoon progressed his ignition began to go bad.

Poor Gurney was having a bad day. After warming things up he put on his wings, but before many laps a piston broke, destroying the cylinder, and AAR packed up for the long gloomy drive down the diagonal of the continent to Los Angeles. Cannon's Ford engine was no better than at Mosport—worse in fact. Parsons was having a handling problem of some sort, and decided there was no point in flogging the machinery, allowing his official time to remain a full second slower than he'd been able to turn on Friday.

Eaton's fuel pressure was low, a problem traced finally to both a leak and fuel boiling in the lines. Titus in "la voiture ancienne d'Eaton" was coping as best he could, break-

ing times the former driver had once set with the car, but as he pointed out a really good TransAm sedan would probably do as well. Leonard was going well enough, trailing spectacular flames from the twin turbo exhausts on the overrun, until "a head gasket failed" and the flame was replaced by tall pillars of noxious white smoke.

All of a sudden, who should appear smiling sunnily and suited up to drive but Mark Donohue. His purpose was to try the Parsons Lola, having a similar one being prepared down in Philadelphia. After some laps he disappeared as quietly as he had come, leaving no clue to his thoughts. Part of the Penske Mystique. . .

The onset of practice had been delayed about a half hour, officially because the ambulance was away, although many will always believe the young spectatress in a topless bikini had something to do with it; anyway qualifying extended a bit further into the cool of the afternoon than it might have. Bruce had lapped at 1 m 33.7 s, 0.1 sec better than the best previous time held jointly by Rindt and Amon in F1 cars; immediately on coming in from this one the throttle linkage was eased with a chisel where it had been binding open! After this the two New Zealanders relaxed on the grass, carefully avoiding watching each other. Once Denny mumbled, "Watch me psyche Bruce" and started fiddling with his helmet, whereupon Bruce made a casual move toward his car. Denny put down his helmet. Bruce moved away from his car.

With 15 mins left in the session, Hulme jumped up decisively and got into his car. Bruce muttered something impolite but stayed put on the grass. Denny started up, eased slowly down the pit road, accelerated by



Bruce Gurney, right, in action in the 1960 season (1960)



CroSal entered last year's McKee with double into eighth place.



bo charged alloy Oldmobile engine; Joe Leonard drove it

Bruce. Bruce didn't give him a glance, but the instant he was by leapt up and trotted to his own car.

The quiet sylvan atmosphere vanished with a roar Hulme's winged M8 hurtled around at a shocking speed, bellowing, weaving, wheels pattering, wing trembling. A moment behind came the other one, not quite as fast. The white "McChaparral" was out too, Surtees making it do heartstopping things on its old tyres, manhandling it back onto line like a Texas cattle handler with a may-nick bull. He quit them, being unable by 0.2 secs to equal his Friday time. Hulme was breaking McLaren's time, getting down to an amazing 1 m 32.2 s, and stopped then too. Bruce kept going. There were only moments left. He did a pair of 32.8s. Next time he did a 32 dead. Jubilation! The next lap was the last; as he shot down under the chequered flag the watches caught him at 1 m 31.7 s! Over 2 secs faster than the old F1 time, and about 4 secs better than his own best in his own F1 car.

RACE

SATURDAY'S beautiful weather dissolved overnight in rain, and Sunday morning was, like Mosport, chilly and grey. Once again rain tyres were brought out and scuffed in, but well before the actual start at 2.05 pm the cloud cover rose high and everyone decided it would stay dry. In the warm-up period Molschenbacher, who'd fixed his ignition overnight, now found his injection off colour. With the help of McLaren's Lee Muir, he traced it to a gear loosening on a shaft and braised it back on. Surtees, having tried the M12 for the first time on full tanks, was raising his chassis; Parsons was having his Lucas unit adjusted, and Nagel's T70 burst into flames entering the pit lane, just exactly where it could be most quickly dealt with—however two nearby cars had to be washed of Purple K too!

The campers perched on the crags cooked their lunches, there was a long parade, and the 20 starters were gridded.

McLaren McLaren M8B 1:31.7	Hulme McLaren M8B 1:32.2
Molschenbacher McLaren M12 1:34.6	Surtees McLaren M12 1:35.2
Parsons Lola T163 1:36.4	Eaton McLaren M12 1:37.9
Baker McLaren M8B 1:38.5	Titus McLaren M1C 1:39.1
Leonard McKee 1:39.3	Cordts McLaren M8B 1:39.8
Kovelesi McLaren M8B 1:42.9	Nagel Lola T70 1:43.7
Brown McLaren M8B 1:45.1	Couture McLaren M1B 1:44.6
Janke McLaren M1C non-starter	Galloway McLaren M8B 1:47
Dutton Lola T70 Mk 3B 1:52.1	Droson Lola T70 1:51.7
Terrell Lola T70 1:52.4	Powell Lola T160 1:52.2
Murray Hayman non-starter	Faustina Lola T70 1:58.3
	Kablick McLaren M1C non-starter

The quiet forest hillsides echoed the roar of the engines and the field moved off under the trees, up, down, around, through the tight hairpin and were released. McLaren

pulled ahead of Hulme, Molschenbacher from Surtees, and before the end of the lap these four with Eaton, Titus, and Baker had opened a gap on the rest. Halfway around the next lap Hulme found himself overwhelmed as Molschenbacher and Surtees went by, and then they did the same to Bruce. What an unusual CanAm sight to see not one but two cars ahead of the orange McLarens!

Halfway around again Surtees took over the lead, while Parsons got around Hulme into fourth, but McLaren scrambled by Molschenbacher to chase Surtees. As they went into the tight downhill right of turn 3 they were greeted by waving yellow flags and flames from George Drolson's Lola; apparently the exhaust pipes had set fire to the body.

At the end of the fourth lap Surtees and McLaren were all alone nose to tail. Some way behind in a close line came Molschenbacher, Parsons, and then Eaton ahead of Hulme, Titus and Baker, while Cordts and then Leonard seemed to be making up a little ground. McLaren got ahead of Surtees briefly on lap 5, but Texas John regained his place a corner later. There was at this point of the race a good deal of oil on the track, and in one full bore right hand curve Surtees found that there was more traction on the inside line. Once more McLaren passed him, once more on this curve Surtees powered by, and then Bruce caught on and did the same to John. Meanwhile Hulme got into his stride, left the others behind and came up to see what he could do to help the boss. Molschenbacher slowed, and then pitted briefly to tell his men to find a throttle return spring. He went out again and came back when they signalled him they were ready. Leonard was going well and passed Cordts.

Up front the show went on, Bruce and Denny and John swapping places, with the last right on the very ragged edge. On lap 15, one-quarter distance, Surtees lead by inches from Hulme and McLaren. Molschenbacher was next on the road but one lap behind, so Parsons owned a secure fourth about 20 secs back and Eaton was haring after him. Titus was sixth, and Leonard still had an advantage over Cordts. There were a lot of rolling wounded, as in any CanAm; perhaps the tightness of the track made them look particularly in the way.

Hulme now took charge and put Surtees firmly back a place. McLaren did the same next time around, then took over the lead himself for a couple of laps. The standing for lap 20 had Hulme back in first, for good as it turned out, with Surtees a narrow third. Titus, driving a hard race in the bouncy old M1C, heard the Ford's bearings giving a death rattle and parked it on the grass.

The next moment the game turned serious. Len Faustina's T70 went straight on at the hairpin, crumpling itself against a fence post. He clambered out and walked away. As the corner workers started waving their yellow flags Surtees came pounding up with McLaren hot on his heels: John saw the flags and shielded over to the right a little. Bruce did not see the flags and, intent on outbraking the M12 into the apex, rammed his left nose into Surtees' car just ahead of the right rear wheel. There was a small flurry of dust as the M8B went over the dirt at the apex, then both accelerated away, still close. McLaren led Surtees the next time around, lap 23, but went straight into his pit to have the corner taped down. Surtees continued, but as the hole in the bodywork grew the handling changed and he decided he too should pit.

At half distance Hulme was romping around all alone. Parsons struggled on with his engine beginning to overheat, still keeping ahead of Eaton in third spot. McLaren and Surtees were next, both nicely taped up, while Cordts was sixth and only just barely on the same lap, as Hulme was breathing down his neck. Leonard had been losing power and dropping



Chuck Parsons was third in the Simoniz Lola, which is the latest T163 chassis

back. His crew saw the problem and flagged him in: oil from the previous day's gasket trouble had coated the rubber hoses holding the plenum chamber atop the intake tubes and gradually the chamber lifted loose, letting turbo pressure out.

Parsons' second was not safe for long. McLaren, not driving particularly hard (he said later) passed first Eaton and then the Lola. Surtees got by Eaton as well into fourth, but never got as far as Parsons. Suddenly the tape gave way and the entire right rear bodywork whipped off and dragged on the ground. A quick stop at 39 laps to cut it all off, and he shot out again, but there is a rule, sometimes enforced and sometimes not, about damaged bodywork, and he was black-flagged immediately. A spare set of body panels had been ordered but not yet delivered, so John's race was run. The twin works McLaren's

lumbered on alone, not in sight of each other but solidly in command.

Eaton, running nicely in fourth place, was just beginning to say to himself, "I'm going to finish, I'm going to finish!" The car said "Well, I'm not," and all on the same lap the clutch packed up, the steering started binding, and the bottom bracket of the left front damper broke. He stopped briefly on lap 49 to see what could be done, but as he said later he might as well not have. He was suffering badly from heat, the airflow mods on his M12 not being as effective as on Surtees or Motschenbacher's, who later said his car was not unreasonably uncomfortable.

Just before the end Lothar stormed by Cordts and was closing on Parsons at nearly 3 secs a lap, but the laps ran out. Cordts had run a nicely judged careful race, obviously making McCaig glad he'd relinquished his

seat. Parsons had never given up and at the end in the pits his brakes were so low he nearly cut McLaren's Teddy Mayer off at the ankles! Leonard brought the turbo Oldsmobile to the finish, reporting no more trouble to speak of.

Among the spectators there were some words directed toward the McLaren end of the hairpin shunt, but Bruce's first thought on getting out of the car was to find Surtees to apologize. That he was putting on a show is disputed by no one—he and Hulme both lapped at 1 m 33.8 s, whereas Surtees could do no better than 1 m 35.9 s (and Motschenbacher turned 1 m 35.11 s catching Cordts near the end)—but incidents like that are not anybody's idea of a show.

Now there is a month's respite until the grand weekend of July 12/13 at Watkins Glen, Surtees (whichever car he drives) will definitely be more competitive, there is every chance of two big Ferraris, and the 4wd Arco-CroSal Oldmobile is entered as well. Hopefully Gurney will have sorted out his engine trouble (one wonders what he owes to FoMoCo at this late date), and perhaps Penske will decide to have a go. It could still turn out to be good racing.



John Cordts got a drive in a McLaren M6B, and finished fifth. Here he comes up to lap Hugh Powell's Lola T160.

**Labatt Trophy,
St. Jovite, June 15,
CanAm series round 2
60 laps, 199 miles**

- 1 Danny Hulme (7.0 McLaren-Chevrolet M9B) 1 h 37 m 52 s, 97.55 mph.
 - 2 Bruce McLaren (7.0 McLaren-Chevrolet M9B), 1 h 39 m 5.6 s
 - 3 Chuck Parsons (7.0 Lola-Chevrolet T163), 59 laps.
 - 4 Motschenbacher (7.0 McLaren-Chevrolet M12), 58.
 - 5 John Cordts (5.0 McLaren-Chevrolet M9B), 58.
 - 6 Fred Baker (7.0 McLaren-Chevrolet M9B), 58.
 - 7 George Eaton (7.0 McLaren-Chevrolet M12), 57.
 - 8 Joe Leonard (6.3 McKee-Oldsmobile), 56.
 - 9 Jacques Coultre (5.9 McLaren-Chevrolet M1C), 56.
 - Tom Dutton (7.0 Lola-Chevrolet T70 Mk 3B), 54.
 - Hugh Powell (7.0 Lola-Chevrolet T160), 52.
 - Tom Tenrell (5.6 Lola-Chevrolet T70), 47.
- Retirements:** John Surtees (7.0 McLaren-Chevrolet M2), bodywork, 41 laps; Bob Nagel (7.0 Lola-Ford T70), magneto, 33; Jerry Tius (5.6 McLaren-Ford M1C), off track, 18; Richard Brown (7.0 McLaren-Chevrolet M6B), oil leak, 18; Len Faustina (5.9 Lola-Chevrolet T70 Mk 2), off track, 17; Rich Galloway (7.0 McLaren-Chevrolet M6B), puncture, 10; George Drolsom (6.8 Lola-Chevrolet 870 Mk 3), fire, 2; Oscar Koveleski (6.0 McLaren-Chevrolet M9B), broken suspension.

Fastest lap: Hulme and McLaren, 1 m 33.8 s, (record)



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Ratcliffe routs Robinson

By JOHN HIGHAM

LARGE crowds basked in brilliant sunshine during the BRSCC Northern Centre's meeting last Sunday, which provided some entertaining racing. The opening event brought out a mixture of clubmen's, prod sports and GT cars, and had it not been for eight late entries the grid would have appeared extremely sparse. Trevor Twates and Peter Lawson in Chevron B8 BMWs proved to be the stars with Twates the master despite

Lawson's brief spell out front on lap 4. Peter Kaye, in the ex Willie Green Chevron-BRM B5 for the first time, dropped from third on lap 4 to fifth at the finish, letting John Calvert's Lotus 47 and David Wragg's Lotus 7 by Joe Lanny (1.5 Ginetta G12) was sixth after an entertaining tussle with Ernie Blackadder's Nathan GT.

The first of the saloon races produced a 14 car grid and provided a win for Sedric

Bel's Mini-Cooper S. Initially it appeared that Andy Barton (1.0 Cooper S), sporting his new eight port-headed fuel-injected engine, would oust Bell, but he pitted on lap 4. Thus the Imps of Jim Howden and Robert Hannag were by into second and third places. Barton resumed in 11th spot and worked up to seventh behind Peter Clark's B50 Mini, easily winner of the smaller class.

The 15 lap Formula Ford race was the main event of the day; when the flag fell John Moulds' Merlyn Mk 11A was first away to take an easy win. Jon Fletcher's Merlyn Mk 11A shadowed the leader at some distance until lap 7 when he was forced to retire, letting David Manners' Lotus 51 up into second until Ted Clarke's similar car went by. Clarke was harnessed by Bernard Hunter (Lotus 51) and, when Manners retired on the last lap Clarke was second and Hunter third. Seven cars retired between laps 2 and 14, the worst damaged being the Lotus 61 of Chris Oates, who got into dire trouble at the Chicane on the fourth tour.

The larger engined saloons were next and 21 cars came to the line. Harry Ratcliffe in the 1300 VitaMin shot away from the grid and led into Tower for the first time from John Blankley (1.9 Rockside A40), Brian Robinson in the Cortina FVA and Tony Sugden (1.6 Escort TC), with Eric Smith's Cooper S and Adrian Bethell's Anglia close behind. They were so close that at one point they were five abreast down Railway Straight. At the completion of the third lap the Newcastle driver had the edge on the Littleborough engineer with the Mini glued to the exhaust pipe of the Cortina. This continued until the ninth lap when Ratcliffe regained the lead and hung on to the bitter end with Robinson easing off to finish 3.4 secs down. Somewhat overshadowed by this tremendous dice, Eric Smith took over the third spot from Blankley on the fifth lap, while three laps later Tony Sugden stormed through to fourth leaving Blankley in seventh spot behind Peter Wray and Tony Tait.

The final race of the afternoon catered for F3 and libre cars and brought 14 cars out to face the starter. With the exception of John Calvert's Lotus 47 and Stu Whitehead's Landar GT, the libre cars were all FFs. The winner was never in any doubt for Peter Hanson's F3 Chevron B15 jumped into an immediate lead from Ben Moore's Chevron B9B, Moulds' FF Merlyn, Peter Humble's F3 Lola T62 and Calvert. Hanson increased his lead, taking the flag almost 20 secs in front of Moore. Third place, however, was in constant doubt with first Moulds there, until being gobbled up by Humble on lap 5 when he in turn was taken by Calvert.

Clubmen's car up to 1000 cc and 1001 to 1050 cc, production sports up to and over 1150 cc and GT cars up to and over 1150 cc (10 laps): 1, T. Twates (2.0 Chevron-BMW B8), 12 m 36.6 s, 83.36 mph; 2, P. Lawson (2.0 Chevron-BMW B8); 3, J. Calvert (1.8 Lotus Europa 47). **Fastest lap:** Twates and Lawson, 1 m 13.8 s, 85.6 mph. **Class winners:** G. Tempa (1.0 Chevron-BMC B1), D. Wragg (1.6 Lotus-Ford 7), P. Smith (1.1 Austin-Healey Sprite), E. Blackadder (1.0 Nathan-Imp GT) and Twates.

Saloons up to 850 cc and 851 to 1000 cc (10 laps): 1, S. A. Bell (1.0 Mini-Cooper S), 14 m 18.6 s, 73.38 mph; 2, J. Howden (1.0 Imp); 3, R. Hannag (1.9 Hillman Imp). **Fastest lap:** Bell, 1 m 23.8 s, 75.18 mph. **Class winners:** P. Clark (B50 Mini) and Bell.

Formula Ford (15 laps): 1, J. Moulds (Merlyn Mk 11A), 20 m 32.2 s, 76.69 mph; 2, T. Clark (Lotus 51); 3, B. Hunter (Lotus 51); 4, T. Walkershaw (Hawke DL2); 5, K. Bailey (Alexis Mk 15); 6, M. West (Tan Mk 1). **Fastest laps:** Moulds and J. Fletcher (Merlyn Mk 11A), 1 m 21 s, 77.78 mph.

Saloons 1001 to 1300 cc and over 1300 cc (10 laps): 1, H. Ratcliffe (1.3 Mini-Cooper S), 13 m 39.2 s, 75.9 mph; 2, B. Robinson (1.6 Lotus Cortina FVA); 3, E. M. Smith (1.3 Mini-Cooper S). **Fastest lap:** Ratcliffe, 1 m 20.2 s, 78.56 mph.

Class winners: Ratcliffe and Robinson. **BRSCC Northern single-seater championship round, F3 and Formula Libre (10 laps):** 1, P. Hanson (F3 Chevron B15), 12 m 29.8 s, 84.1 mph; 2, B. Moore (F3 Chevron B9B); 3, J. Calvert (1.8 Lotus Europa 47). **Fastest lap:** Hanson, 1 m 18.6 s, 86.60 mph. **Class winners:** Hanson and Calvert.

Tony Sugden's Escort TC leads the dice for third place in the big saloon race at the chicane, while Geoff Todd stands dejectedly by his abandoned 1293 Cooper S on the infield.

Doone:

Lane-MacDowel-Hepworth!

By BILL HENDERSON

THE hillclimb circus moved to Doone last Sunday and took advantage of the excellent spell of weather in Scotland to demolish some hill records, including the outright one of 48.84 s, for the sixth round of the Shell RAC Hillclimb Championship, held for the first time at this delightful venue.

The weather on Sunday was ideal, but with a wind to temper the heat, as the Lothian CC got the competition smoothly under way with the up to 1300 cc sports and GT class. First off was Ian Smille, hustling his blown Lotus 7 to a new class record in 57.58 until Miles Hopperton (Midget) at his second attempt tripped the clock 0.03 sec earlier. This pair headed the U2 of Alan Napier (59.40) and the fleet 1.3 Piper GT of Peter Varley (59.77). The 1300 to 2000 cc sports and GT class gave a win for J. Mackie (56.47) in his Marcos-Ford, challenged hotly by Ken Cooper (1.5 Lotus 7, 57.07), Nigel Morrison (Chevron-BMW B8) having to be satisfied with third place with 57.53. Andrew Fletcher, giving his Ford GT40 an airing, dominated the over 2000 cc class with 51.45, almost 3 secs faster

than Mike MacDowel's lightweight E-type class record. Spotty Smith took second (56.15) in his TVR Tuscan, with the ebullient Tom Sleigh doing a deceptive 58.56 in his roadgoing 4.2 E to oust George Tatham (53 Brabham-Chevrolet BT17, 59.54).

The single-seaters followed, with John Alexander (F4 Vixen-Imp, 57.20) annexing the up to 1300 cc class from Peter Stewart's Cooper T72 (60.69). Then came the 2-litre class, Bob Jennings leading off with 51.02 in the Brabham-Climax BT30X, immediately to have Chris Court (BT21A t/c) reduce this to 50.95; this was eclipsed by Sir Nick Williamson (BT21C t/c) at 49.26, but Mike MacDowel was in sparkling form, and his 49.20 was to stand as BTD until the championship run-off. Poor Peter Meldrum essayed but one slow climb in his sick 4wd PR2.

In the 49 secs bracket in the next class were Roy Lane (TechCraft-Buck) at 49.49, Jimmy Johnstone (BT14-Buck) at 49.90 and Martin Bram (F1 Cooper-BRM T86B) at 49.89, but it was David Hepworth (4wd Hepworth Olds)

with 49.27 who took the class record, with the others all below the previous time. John Cussins spun the 4wd BRM P67 at East Brac and disappeared in the dust, but later made a clean 50.99. His spin was emulated by Clive Oakley on his second climb in his Cooper-Daimler (51.56), with Tony Griffiths easing the big F1 Cooper up in 52.40. Agnes Mickel (52.40) again outdid husband Gray (53.98) in their BT23-Climax which suffered a bent valve. Peter Blankstone, on his first visit to the hill, got his 4wd BT21-Olds neatly up in 51.48, while Bob Hamilton made up the class, his clutch-slippping 4.7 Cooper-Chevrolet T43 taking 61.52.

The Mini class included everything from 850 cc upwards, and missed Tom and John Christie, whose 1330 Cooper S was packed off home after engine troubles in practice. This left Jimmy Veitch in a similar capacity car to pulverise his previous best time by 7 secs in a fantastic 51.44, 0.01 sec faster than Fletcher's GT40! This made Andy Barrett's 57.09 in his 1.3 Cooper S look slow.

The vintage and historic racing class went to Tony Merrick in the very fast TecMec Maserati in 56.44, Ray Fielding taking over a delectable 44 Bentley Tourer after the Lord Doone Maserati had trouble. Randal Stewart's stripped 3-litre Bentley (65.47) got the better of Kaye McCosh's 44 (65.59) at last.

The championship climbs followed, with a determined seventh man Roy Lane putting in a confident 48.31 on his first climb, Hepworth taking 48.64. MacDowel emphasised his class form with a 48.58, his engine having a slight miss at times, but heading Sir Nick, who took 48.46. Cussins improved to 49.24 and Bram to 49.79, Jennings, Court, Johnstone and Blankstone not bettering their class times.

The second climbs started with Blankstone lowering his time to 50.64, and Jennings his to 50.48. But then Cussins' ill-luck returned when he was changing gear at the Tunnel of trees with the car slightly off line, the BRM wiped off its offside front wheel on the stone wall and dived into the trees, from which emerged a rather shaken driver. In the process two corner marker boards were demolished and, although the drivers were warned, no one except Jimmy Johnstone in the BT14 (49.17) improved his time. So a delighted Lane had won from the suddenly improved MacDowel, both at last realising the potential of their new cars, with Hepworth in an unaccustomed third place ahead of Williamson, Johnstone, Cussins and Bram the first seven separated by only 1.3 secs and the first three under Williamson's hill record, with the twin cam expert himself failing to be so by but 0.02 sec. Lane's 11 pts moves him ahead of Sir Nick in the championship table, but Hepworth still retains his lead.

BTD: 1, R. T. Lane (3.5 TechCraft-Buck V8), 48.31 s; 2, M. G. H. MacDowel (2.0 Brabham-Climax BT30X V8), 48.58 s; 3, D. A. Hepworth (4.5 Hepworth-Osmobile FF 4wd V8), 48.64 s; 4, Sir N. Williamson (1.6 Brabham-Ford BT21C t/c), 48.86 s; 5, J. Johnstone (3.5 Brabham-Buck BT14 V8), 49.17 s; 6, J. R. Cussins (2.1 BRM P67 FF 4wd V8), 49.24 s.

Class winners: J. L. Alexander (F4 Vixen-Imp), 57.20 s; C. B. Court (1.6 Brabham-Ford BT21A t/c), 50.95 s; M. R. Bram (3.0 Cooper-BRM T86B v12), 49.89 s; M. Hopperton (1.3 MG Midget), 57.55 s; J. Mackie (1.5 Marcos-Ford), 56.47 s; A. D. T. Fletcher (4.7 Ford GT40), 51.45 s; J. Veitch (1.33 Mini-Cooper S), 51.44 s; R. Stewart (3.0 Bentley), 65.47 s; A. Merrick (2.5 TecMec Maserati), 56.44 s; M. A. Mickel (2.7 Brabham), 52.40 s.

Shell/RAC Hillclimb Championship, round 6
1, Lane 48.31 s; 2, MacDowel, 48.58 s; 3, Hepworth 48.64 s; 4, Williamson, 48.86 s; 5, Johnstone 49.17 s; 6, Cussins 49.24 s; 7, Bram 49.79 s; 8, R. C. Jennings (2.0 Brabham-Climax BT30X V8), 50.48 s; 9, P. Blankstone (4.5 Brabham-Osmobile MH 4wd V8), 50.64 s; 10, Court 51.48 s.

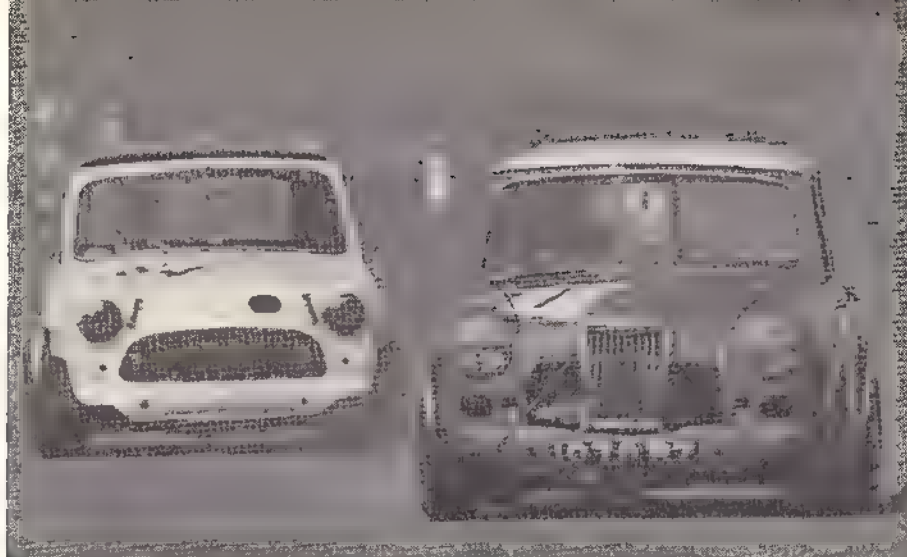
Current championship positions: 1, Hepworth, 68; 2, Lane, 47; 3, Williamson 45; 4, Johnstone, 40; 5, Cussins 33; 6, MacDowel 28; 7, P. Blankstone, 16; 8, Scragg 14; 9, Court, 12; 10, Good, 10.



Clive Oakley on the fastest stretch of the course in his ex-Brain 2½-litre Daimler-powered Cooper T87, specially built for hillclimbing



Roy Lane was the quickest of three drivers to crack the outright Doone record, and his TechCraft is the first 2wd car to win a championship hillclimb for very nearly a year



The moment of truth—Jim McClements' Riley Elf just before leaving the track as he tried to outbrake the Mini of Jackie Patterson into the Hairpin during the saloon race.

Records broken at Bishopscourt

By ELSER CRAWFORD

LAST Saturday's second UAC meeting of the season on the shortened Bishopscourt, Co Down, circuit was very much the mixture as before. Although there was nothing sensational about the racing, held in brilliant sunshine, almost every lap record established at the first meeting was broken, and John Pollock (ex-works Lotus 48) carved another 0.4 sec off his own outright lap record.

In customary fashion the proceedings started with two heats of the Texaco handicap. In the first of these Chris Ward and his 15-year-old TR3 made good use of a start of two laps to win by 4 secs from Damien Magee's Luke Duffy-entered twin-cam Cooper with John Watson putting in a good lap at 1 m 23.6 s to take third place in his Lola T100 t/c. By coincidence the second heat was won in exactly the same time as the first, Crawford Harkness's Lotus 61 snatching a last-lap win from Andy Kane's 1.0 Cooper S, with Brian Edgar's Lotus 51 third. A disappointing non-runner was Tommy Reid's Brabham-FVA BT23, which succumbed to clutch trouble in practice.

The seven-lap clubmen's and club specials race saw a tight battle for five laps between the U2s of Michael Martin and Nelson Todd. On lap 5 Martin appeared to miss a gear at Perrie Bend and Todd nipped through; a lap later Martin had made up most of the lost ground, but then he spun off at Perrie and the race was Todd's by a very comfortable margin. Third was Irvine's very fast 997 Lotus 18, which also won the club specials class.

As usual Crawford Harkness got off to a very good start in the FF race in the Templeton Lotus 61, which is gradually getting rid of all its many bugs. Second on lap 1 was Jackie Smith in his own Smithford, with favourite Patsy McGarrity about 50 yds back in his Merlyn. This was how it remained for three laps, and then McGarrity got past Smith and set off after Harkness. It took him three

more laps to do this, but on lap 7 it was McGarrity in front by a few feet, and by the flag this had stretched to 6 secs after Harkness went onto the grass at the hairpin on the last lap. McGarrity's fastest lap was nearly 1.8 secs faster than his own record.

There was a miserable entry of seven cars in the saloon race; the saloon boys were the most vociferous lobbyists for a shortened circuit, and now they don't appear to be interested. Nevertheless the leading trio did provide good entertainment. Jim McClements's 1293 Elf hit the front, followed closely by Alec Poole's 12-ins-wheeled Cooper S and Jackie Patterson's less exotic 1293 S. With a spectacular piece of outbraking, Poole took the lead at the hairpin on lap 3, and McClements tried the same manoeuvre on lap 4 and went onto the grass for his trouble; this let Patterson keep second place 50 yds behind Poole, despite the Elf driver's frantic efforts, which failed by but 0.4 sec.

As usual the prod sports race was a benefit for Archie Phillips' Midget after token first-lap resistance by Harold McGarrity's similar car. In winning by 4 secs Phillips took no less than 4.2 secs off his own class record, and McGarrity was only 0.2 sec slower. There was a fine battle for third place between the Midgets of Harold Hagan and Eddie Scott, the latter taking the place by clever outbraking on the last corner.

There were only seven starters in the single seater event, and on the first lap Pollock's FVA engine pushed him to the front from Tommy Reid's Brabham BT16, Brian Nelson's Lola T60, John Watson's T100, Damien Magee's Cooper, Ken Fildes Lotus 35 and John Smith's BT16, all these being twin-cam-engined cars. By lap 2 Pollock was firmly in the lead, while Nelson had displaced Reid, and Smith had retired with a defunct clutch. Lap 3 and Watson had put Reid back to fourth place, only to spin immediately to

last place at Neill's Cross. By lap 5 Watson was back to fourth, while Reid engaged Nelson in a tremendous battle for second place. With Reid slightly embarrassed by a grabbing front brake, it was still the Lola in front at the flag by nearly 1 sec, albeit over half a minute behind the flying Pollock, who had taken 0.2 sec off the outright record.

Twenty-four cars out of a possible 30 came out to do battle in the final of the Texaco handicap, but this was soon reduced to 23 when Alec Poole took his fuel-injected S off the grid with a flat battery—the result of running an extra fuel pump to counteract surge. Until the race was in its sixth lap the lead was held by Jim Lemon's 848 Mini, which had a three-lap start, but then Harry Acheson took over in his FF Lotus, with Chris Ward's old TR3 second and Bob Ambrose third. Right from the start Harkness and McGarrity had been having a wheel-to-wheel do in their FF cars, and by this time had pulled up to equal ninth, while Brian Nelson retired his Lola with rattling bearings. By the penultimate lap Acheson was still leading from Ward, with Ambrose third and Brian Edgar's Lotus 51 fourth, while Harkness and McGarrity were now equal sixth and scratchman Pollock was breathing down Watson's neck in ninth place.

When the flag went out on the last lap it was still Acheson in front, with Edgar second and Harkness beating McGarrity for third place, and Pollock fifth and clipping another 0.2 off his new lap record. However, this was not the end of the affair, for it was then announced that Acheson, Harkness, McGarrity and Pollock had all been penalised 1 min for jumping the start, leaving Edgar the official winner. At the time of writing it is understood that several protests have been lodged.

Texaco handicap, heat 1 (10 laps): 1, C. J. Ward (Triumph TR3), 14 m 54.4 s, 69.43 mph; 2, D. C. D. Magee (1.6 Cooper-Ford t/c), 88.47 mph; 3, J. Watson (1.8 Lola-Ford T100 t/c), 80.19 mph. **Fastest lap:** J. H. N. Pollock (F2 Lotus-FVA 48), 1 m 21.4 s, 84.33 mph.

Texaco handicap, heat 2 (10 laps): 1, C. Harkness (FF Lotus-Holbay 61), 14 m 54.4 s, 79.98 mph; 2, A. Kane (1.0 Min-Cooper S), 75.28 mph; 3, B. Edgar (FF Lotus 51), 78.04 mph. **Fastest lap:** K. Fildes (1.8 Lotus-Ford 35 t/c), 1 m 27.0 s, 86.28 mph.

Club specials and clubmen's cars (7 laps): 1, N. Todd (J2), 11 m 7.8 s, 80.49 mph; 2, R. M. F. Martin (U2), 3, E. Irvine (1.0 Lotus 18). **Fastest lap:** Todd 1 m 33.6 s, 82.04 mph. **Class winners:** Irvine and Todd.

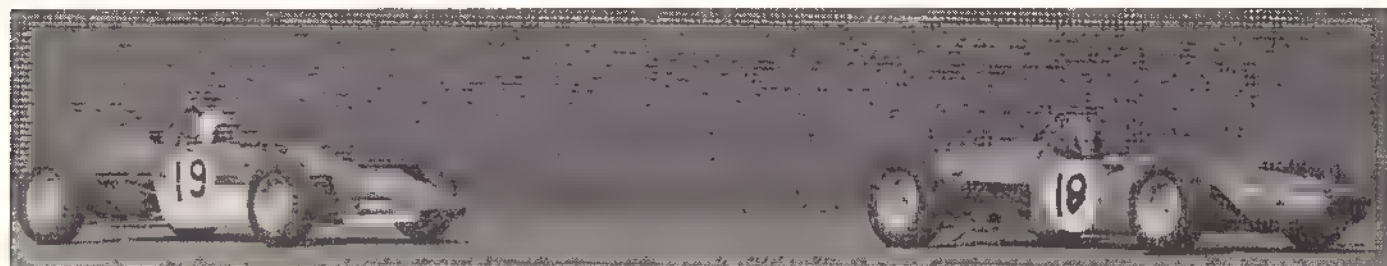
Formula Ford (10 laps): 1, P. McGarrity (Merlyn Mk 11), 15 m 47.8 s, 81.08 mph; 2, C. Harkness (Lotus-Holbay 61), 3, J. Smith (Smithford). **Fastest lap:** McGarrity 1 m 32.8 s, 82.76 mph (record).

Saloons (10 laps): 1, A. Poole (1.3 Mini-Cooper S), 16 m 15.0 s, 78.76 mph; 2, J. S. Patterson (1.3 Mini-Cooper S); 3, J. McClements (1.3 Riley Elf S). **Fastest lap:** McClements 1 m 35.8 s, 80.15 mph.

Production sports cars (10 laps): 1, J. A. Phillips (1.3 MG Midget), 11 m 24.2 s, 78.59 mph; 2, H. McGarrity (1.3 MG Midget); 3, T. E. Scott (1.3 MG Midget). **Fastest lap:** Phillips, 1 m 36.2 s, 79.82 mph (record).

Single-seaters (10 laps): 1, J. H. N. Pollock (F2 Lotus-FVA 48), 13 m 36.2 s, 84.10 mph; 2, B. H. Nelson (1.6 Lola-Ford T60 t/c); 3, T. D. Reid (1.6 Brabham-Ford BT16 t/c). **Fastest lap:** Pollock 1 m 20.4 s, 85.50 mph.

Texaco handicap, final (10 laps): 1, B. Edgar (FF Lotus 51), 14 m 48.0 s, 79.82 mph; 2, R. Ambrose (1.1 Myster), 72.17 mph; 3, A. Kane (1.0 Mini-Cooper S), 75.43 mph. **Fastest lap:** J. H. N. Pollock (F2 Lotus-FVA 48), 1 m 20.2 s, 85.74 mph (outright circuit record).



Crawford Harkness (Lotus 61) in hot pursuit of Patsy McGarrity's Merlyn Mk 11 in the closing stages of the FF race.

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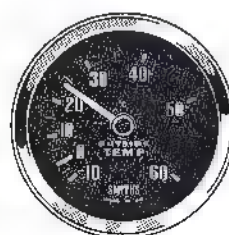
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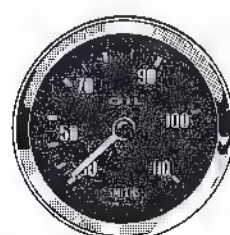
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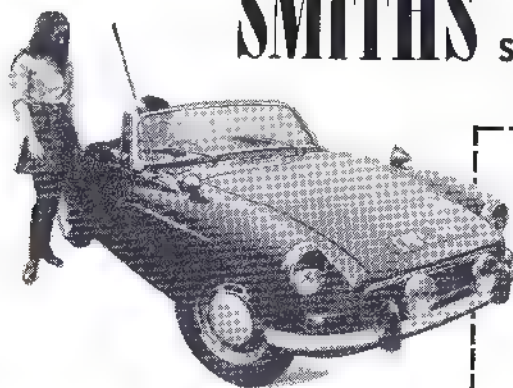
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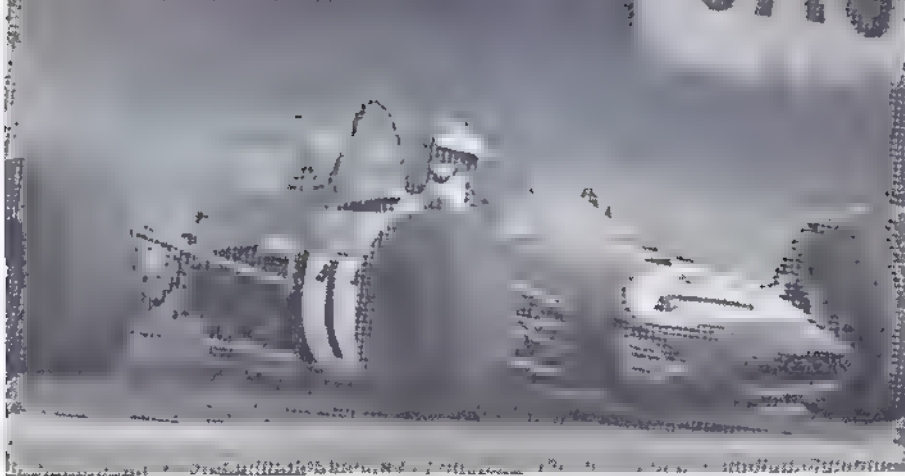
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AT 20/6



Comingman Richard Scott takes his Brabham BT21 through Bottom Bend on his way to victory in the main race of the day, the 20 lap Lombank F3 round

Brands: Bright and dull

By JEFF HUTCHINSON

THE fine weather made up for the lack of exciting racing at the eight-race meeting organised by the London MC at Brands Hatch on Sunday. Despite all the races being various championship rounds, a lack of entries and processionary racing were the order of the day, with the occasional dice and shining individual drives to relieve the boredom, which was added to by the 20 mins wait between races.

The first of the seven 10-lap affairs was for the Formula 1200 cars. Current championship leader and poleman Brian Cocks dropped out on the warming up lap when his gearbox failed, which left an easy victory for Geoff Bremner's U2 Mk 5 from Fred Burbury's FTB Mk 1. An initial challenge from Norman Manning's Perigee C failed after he dropped back with a mysterious handling malady, so fourth place went to John Morel's U2-Ford. The only sign of a dice came from Derek Bewley (DRW) and Bill Mallett (Milmor) in a smaller 1-litre car, the pair having a great time as they each tried to muster up enough speed down the straights to pass each other, which Mallett managed with half a length in it at the finish.

The next race for prod sports cars was between E-types and Spridgets, the Es of Mike Franey and John Quick sharing the front row with the fast little Midget of Alan Woode. Franey had rebuilt the rear end of his car since its last outing, which improved the handling no end, and he took pole with a record-breaking lap, although Quick had practised on Goodyears, which he still could not master, so he went back to Firestones for the race. It was Quick who made the best start, but Franey had the hme into Paddock to take the lead which he held to the end, with Quick never far behind but unable to get on terms. Behind these two Woode led John Britten's similar Midget under the same circumstances for the entire race, while the only interest was supplied by a new E-type to the racing scene, the ex Jack Le Fort road car now racing and prepared by solicitor Glen Del-Medico, who had a moment on lap 3 to drop from fifth to ninth, and climbed back again by the finish.

The all-Vixen F4 race provided an unchallenged victory for the latest works VB4 of Keith Norman, who pulled away to a new race and lap record, although he was shadowed most of the way by the similar yellow '68 car of Bob Jarvis, who finished a creditable second. Some way behind there was a three-car battle for third, convincingly decided in favour of Keith Blayney, who pulled clear of Julian May, who in turn had closed on and passed Geoff Friswell's similar '69 car, crossing the line a few feet ahead. With lap speeds higher than that of the quickest FFs, it is a

pity that there are not more cars to contest F4 races, which could ultimately take the place of the all-too-expensive F3 in club racing.

The start of the first saloon race narrowly avoided being a mass pile-up when Don Taven dale tried to get his twin-car Anglia through too small a gap between the front row men of George Whitehead (16 Anglia) and Mike Chittenden (Morris Minor-Ford). Taven dale's car ending up running off to the side of the track, narrowly missing the rest of the field. The Morris continued for half a lap before retracing, while Whitehead set off at unabated speed to catch and pass Gerry Marshall's new Viva GT, running its last race with a 2 litre engine. Marshall finished well down in second place but comfortably ahead of the dice between the Anglias of Len Dixon and Mick Tamplin; the extra 100 cc of Dixon's 1600 car gave him the edge to pass and stay ahead of Tamplin to the finish. A fine fifth was Pat Mannion, still sorting his new G5 Escort-Vegantune, which he brought through from the back of the grid, despite fuel feed problems, and was able to stay well clear of Stuart McCrudden's Anglia, the last car to avoid being lapped. Richard Holgate came next in his 850 Mini, easy winner of the small class.

The lead for the monoposto race was hotly disputed between Patrick Sumner's Lotus 22, 31 and Brian Toft's Anco Ford, until Toft made a mistake at Paddock on lap 5 and hit the bank; the car was quite badly bent but fortunately Toft was unharmed. This let Jim Yardley through to contest the lead, which he took on lap 7 and held to the finish. Chris Featherstone's Lola T60 was a safe third after passing and pulling away from Gerry Meharey's Cooper T56. The leader of the 1-litre class, Alan Gorsuch, spun his Nova Lotus to the back at Clearways on lap 2, leaving the class dice between Fred Place (Cooper T72) and John Wood (Cooper T76). Place got the place by a few feet after he had a moment on lap 7, letting the Lotus 22 of Chris Pople past them both. Pople was unable to catch Derek Colvin's Lola Mk 5B for fifth spot.

The second prod sports race gave an unchallenged victory to the Gold Seal Spitfire of Chris Marshall, while behind him Barry Wood held his now 1.3-engined Sprite in a safe second. The dice of the race was for third, with Geoff Daryn's Turner being overwhelmed by Rod Longton (TVR) and John Gott (Healey 3000), the only runner in the big class as Longton has now removed his supercharger. Daryn was the last to remain unchallenged, while the Marcos of Brian Norris, which would have been a safe sixth, retired on lap 7 when the fuel pump stopped pumping.

Bill McGovern had his lone Imp against the might of a full grid of Minis in the final

saloon race, his 1 litre car holding a respectable fourth at the end of the first lap, third the next, and after a close dice with David Alexander taking second spot on lap 7. He then closed up and almost caught Rob Mason (1.3 S) for the lead, setting fastest lap in the process. Alexander spun at Bottom Bend on lap 9 and was clouted by fourth man Holman Blackburn, which put both 1.3 Ss out of the race, leaving Howard Cooper's similar car an easy third. Hugh Wheldon was a reasonably secure fourth having pulled away from the four-car battle for fifth place, which finally went to Peter Lawrence, just clear of Desmond Gibb and Melvyn Thorne, while Mike Darniculat left the bunch a lap too soon when his 1-litre car expired at Kidney.

The main race of the day closed the meeting, a 20-lap F3 Lombank round. The original small entry was joined by Richard Scott (Brabham BT21), Mike Keens in a brand new Tecno 69 fitted with an old spare Holbay, Mo Nunn in the rebuilt GLTL Lotus 59, Barrie Maskell (Chevron B9), and Quentin Fraser (Merlyn Mk 14) and his team-mate Graham Goodman (Tecno 67). Scott, obviously having benefited from the close racing of continental F3, took the lead from Nunn going into Paddock on lap 3, and he never lost it, slowly pulling away from the next group of three. This was headed by Keith Jupp (Brabham BT28), who also took Nunn on lap 3, pushing him down to third. On lap 18, Maskell also made his bid and got by Nunn around Clearways; he closed right up on Jupp, and the three of them finished line astern. Peter Deal (Brabham BT18) had a lonely drive after passing Keens, who was finding out the hard way about the heavy steering of a Tecno. Goodman was seventh, two laps up on John Collings, having his second drive in his very neat Brabham-Novamotor BT18, who was the last finisher. Fraser retired after spinning at Paddock and then finding the handling not quite right.

Formula 1200 Chapman Cup round (10 laps): 1. G. Bremner (1.2 U2-Ford Mk 5), 10 m 17.2 s, 72.33 mph; 2. F. Burbury (1.2 FTB-Ford Mk 1), 3. J. Morel (1.2 U2-Ford); 4. W. Mallett (1.0 Milmor-Ford Mk 3). Fastest lap: Bremner, 1 m 0 s. 74.40 mph.

Amasec Production Sports Car Championship round, up to 1150 cc and over 2000 cc (10 laps): 1. M. Franey (3.8 Jaguar E), 9 m 18.6 s, 79.69 mph (record); 2. J. Quick (3.8 Jaguar E), 3. A. Woode (1.1 MG Midget), 4. G. Del-Medico (3.8 Jaguar E). Fastest lap: Franey, 54.6 s, 81.78 mph (equals record). Class winners: Woode and Franey.

Formula 4 Championship round (10 laps): 1. K. Norman (Vixen-imp VB4), 9 m 11.0 s, 81.02 mph (record); 2. R. Jarvis (Vixen-imp Mk 1), 3. K. Blayney (Vixen-imp Mk 1), 4. J. May (Vixen-imp VB4). Fastest lap: Norman, 54.0 s, 82.87 mph (record).

Redex Saloon Car Championship round, up to 850 cc and over 1300 cc (10 laps): 1. G. Whitehead (1.6 Ford Anglia), 9 m 43.6 s, 76.49 mph; 2. G. Marshall (2.0 Vauxhall Viva GT), 3. L. Dixon (1.6 Ford Anglia 1.3), 4. M. Tamplin (1.6 Ford Anglia). Fastest lap: Whitehead, 57.4 s, 77.77 mph. Class winners: R. Holgate (850 Mini) and Whitehead.

Monoposto Championship round, up to 1000 cc and 1001 to 1600 cc (10 laps): 1. J. Yardley (1.5 Beagle-Ford), 9 m 38.0 s, 77.23 mph; 2. P. Sumner (1.5 Lotus-Ford 22/31); 3. C. Featherstone (1.5 Lola-Ford T60), 4. G. Meharey (1.5 Cooper-Holbay T59). Fastest lap: B. Toft (1.5 Anco-Ford), 55.7, 80.67 mph. Class winners: F. Place (1.0 Cooper-Ford T72) and Yardley.

Amasec Production Sports Car Championship round, 1151 cc to 2000 cc and 2001 cc up to 3000 cc (10 laps): 1. C. Marshall (1.3 Triumph Spitfire), 9 m 55.4 s, 74.98 mph; 2. B. Wood (1.3 Austin-Healey Sprite), 3. R. Longton (1.8 TVR-MGB Gran Turismo), 4. J. Gott (2.9 Austin-Healey 3000). Fastest lap: Marshall, 56.4 s, 76.44 mph. Class winners: Marshall and Gott.

Redex Saloon Car Championship round, 851 to 1000 cc and 1001 to 1300 cc (10 laps): 1. R. Mason (1.3 Mini-Cooper S), 9 m 52.8 s, 76.33 mph; 2. W. McGovern (1.0 Humber Imp), 3. H. Cooper (1.3 Mini-Cooper S), 4. H. Wheldon (1.3 Mini-Cooper S). Fastest lap: McGovern, 57.8 s, 77.23 mph (record). Class winners: McGovern and Mason.

Lombank Formula 3 Championship round (20 laps): 1. R. Scott (Brabham-Holbay BT21), 17 m 14.0 s, 86.0 mph; 2. K. Jupp (Brabham-Holbay BT28), 3. B. Maskell (Chevron-Holbay B9), 4. M. Nunn (Lotus-Holbay 59), 5. P. Deal (Brabham-Lucas MAE BT18), 6. M. Keens (Tecno-Holbay 69). Fastest lap: Jupp and Maskell, 60.8 s, 87.87 mph.

Peterson wins at home

Tecno driver sets Anderstorp record

By KNUD RASMUSSEN

RONNIE PETERSON, driving his usual Vic Scandinavia Tecno-Novamotor 69, scored a comfortable victory in the Anderstorp F3 race, round 2 of the Swedish F3 championship, on June 8, despite having an inoperative clutch. The supporting saloon event went to the Porsche 911 of "Esso" Gunnarsson.

THE field for the F3 race turned out to be all-Scandinavian, with 38 Swedes, three Danes and two Norwegians. Heading the Swedish contingent was Monaco victor Ronne Peterson, who had his usual cough-drop Tecno whose Novamotor is said to give 122 bhp. Ulf Svensson and Ingvar Pettersson turned up with their Brabham BT28s, while Torsten Palm, brother of the rally navigator Gunnar, had his BT21B. Danish Ole Veglund had had his Grundig Tecno repaired after its Silverstone shunt but down on power with the Tecno engine Jorgen Ellekaer came straight from the Brabham factory with his new BT28. Out of the total of 43 cars, 27 were Brabhams.

IN the first practice Peterson got down to 1 m 40 s, 2.3 secs inside Howden Ganley's Brabham BT21 lap record. Second fastest was Rolf Grohdah's BT21. Minutes before the qualifying sessions a BMW 2002TI driver blew up his engine in the first corner past the pits, covering it in oil. This didn't seem to bother Peterson, though, who put in a time of 1 m 39.5 s (93.2 mph) for pole position. Grondahl did another 1'40.7, while third was Svensson with 1'41.9, followed by Palm (1'42.3), with Veglund, the fastest Dane, seventh quickest at 1'43.3.

In the saloon category Gunnarsson was fastest with 1.54.8, although just 1 sec behind were Leif Hansen in another 911 and

Swede Johnny Green (Escort TC). The best Dane was Flemming Rasmussen, who took the Alan Mann Escort round in 1:55.8.

ACR day brought bright sunshine, and after the first two hours of motorcycle racing came the start of the F3 event. When the flag fell it was Torsten Palm who shot into the lead, followed by Leif Hallgren's Merlyn Mk 10. Peterson was stuck way down with a broken clutch. Svensson lost his BT28 in the first corner, causing a great deal of evasive spinning by nearby drivers, one of whom, Tonny Hansen (BT21B), damaged his front suspension and retired.

On lap 2 Grondahl took the lead and Palm was taken for second spot by Gustav Dieden's new Brabham BT28. Jan-Olaf Persson's BT21 was fourth ahead of Veglund's Grundig Tecno. Lap 7 saw a dramatic change as Peterson, despite his inoperative clutch, got the bit between his teeth and rocketed up from seventh place into the lead in less than a lap, thrilling the 30,000 strong crowd with such a spectacular display of ability. Palm got by Dieden and Grondahl for second, although he had no chance of holding on to the flying yellow Tecno. Nevertheless the second place was by no means Palm's, and farther down Lars Lindberg had moved his Tecno past Veglund and Oluf-Persson.

The first few cars were all lapping consistently under the lap record, and under these fast conditions Leif Hallgren lost the Merlyn in front of the pits and spun into a ditch; by the time he had rejoined most of the lead were by. The second place race was really being fought intently, and on lap 12 it came to an unfortunate end when Dieden and Grondahl touched and left the track, luckily without damage to cars or drivers.

On his way to a superb victory Peterson left the lap record at 1'40.4, and Palm came in second after a very worthy drive, with Lindberg and Veglund next up in their Tecnos, then Persson's BT21 and Rolf Tellsten sixth in his BT21B.

To close the day's sport came a 1300 to 2000 cc Group 5 race. Gunnarsson's Porsche 9.1 immediately took control of the field pursued by Hansen's similar car and Ake Persson's BMW 2002TI. Nisse Nilsson's 911, Rune Thobiasson's 2002TI and Flemming Rasmussen's Alan Mann Escort TC. As the cars passed the pits for the third time Nilsson moved by Thobiasson and Rasmussen for fifth spot. Further down Ulf Andersson was going very quickly, if hairily, for seventh place with his Volvo PV544.

By lap 6 Gunnarsson still held the lead with Hansen right on his tail; Nilsson lay a comfortable third, but for fourth place a very exciting scrap was being waged between Thobiasson and Rasmussen. Green lay sixth with his fuel-injected Escort. Then, as they completed the lap, the lead drama was all over as Hansen's 911 blew up in a cloud of smoke as a conrod came through the side. Gunnarsson cruised home to victory from Nilsson, Persson, with Thobiasson just taking the verdict for fourth place from Rasmussen.

Ronne Peterson's Tecno 69 leads Torsten Palm's Brabham BT21B and Gustav Dieden's

Nisse Nilsson's second-placed 911, just before Hansen's engine blew up

Anderstorp Formula 3

Swedish F3 championship, round 2

Ronne Peterson (Tecno 69), 20 m 31.2 s
Torsten Palm (Brabham BT21B), 20 m 40.9 s
Lars Lindberg (Tecno 69), 20 m 54.9 s
Ole Veglund (Tecno 69), 20 m 57.5 s
Jan-Olaf Persson (Brabham BT21), 20 m 57.9 s
Rolf Tellsten (Brabham BT21B), 20 m 58.5 s
Leif Hallgren (Merlyn Mk 10), 21 m 1.2 s
Gustav Dieden (Brabham BT28), 21 m 2.3 s
Ingvar Pettersson (Brabham BT28), 21 m 12.2 s
10. Jorgen Ellekaer (Brabham BT28), 21 m 16.9 s

Fastest lap, Peterson 1 m 40.4 s (record)

Group 5: 1, Esso Gunnarsson (2.0 Porsche 911) 19 m 14.4 s 2, Nisse Nilsson (2.0 Porsche 911) 19 m 14.4 s 3, Ake Persson (2.0 BMW 2002TI) 4, Rune Thobiasson (2.0 BMW 2002TI), 5, Flemming Rasmussen (1.6 Ford Escort TC), 6, Ulf Andersson (1.8 Volvo PV544)



Simo Lampinen slides the works G6 Saab V4 through a left-hander on SS40 on his way to a comfortable victory with Arne Hertz

Scottish Rally:

Lampinen wins for Saab

Saab take first and fourth overall, win two classes and the manufacturer's team prize

— Other classes to Peugeot, Cooper S, Volvo, Porsche, Escort and Viva — Many protests concerning road penalties

By JOHN DAVENPORT

Photography by HUGH BISHOP

SIMO LAMPINEN and Arne Hertz, driving a Group 6 Saab V4, sailed home to an easy victory in the Scottish Rally last week after the first night retirement of the majority of the opposition. The rally was blessed with a week of marvellous weather, which made the going hot and dusty. The temperature also ran a bit high over the organisers' interpretation of their own regulations, which led to a lot of people having unexpected road penalties.

From the start, it was expected that Roger Clark in a Group 6 Escort TC and Lampinen would set the pace, but after only eight stages Clark's rally was over. Tony Fall in a Jolly Club Lancia was also out, which left Andrew Cowan in an 1140 cc Imp and Ford exponents Chris Schlater, Roy Fidler, Nigel Rockey and Mike Hibbert to make the running. On Clark's retirement, with Cowan and Lampinen both having trouble on stages, Fidler led from Schlater, only to have his Escort burn out on a stage. Then Schlater left the road permanently and it was Lampinen back in the lead, which he held for the following four days of rallying.

Andrew Cowan and Brian Coyle, performing Rootes' swansong in the Imp, gallantly held second place at the finish, something which their earlier troubles gave them no chance to do anything about. Third were Scottish champions Mike Hibbert/Ian Withers in their Raceproved Escort TC, only a very short distance ahead of Hans Nilsson/Sture Bostrom in their privately entered Saab V4. Fifth were Nigel Rockey/Ron Channon (Escort TC), only 7 secs behind the Swedish pair, while sixth and winning the ladies' award were Rosemary Smith/Alice Watson in a works Escort TC.

TO comply with tradition, the Scottish Rally started from Blythswood Square in Glasgow early on Sunday morning, and scrutineering took place the previous day in an adjoining garage. By the time it was finished, an excellent entry of 134 cars were ready to take the start. Car number one was crewed by last year's winners, Roger Clark/Jim Porter, and their Escort itself already had a distinguished history as this pair had won the 1969 Circuit of Ireland in it, while some weeks later Ove Andersson had used it to win the Welsh Rally. With new engine, gearbox and suspension this

1852 cc Group 6 TC was hot favourite to complete the British Forestry triple.

Its biggest opposition came from the two cars running just behind it, for at number two was a works Group 6 Saab V4 crewed by Simo Lampinen/Arne Hertz. This car retained the G2 1600 V4 engine, but the bodywork had been extensively lightened so that it was some 160 kgs lighter than a normal car. In addition, it had experimental coil springs and shock absorbers, continually altered and played around with during the rally, which Saabs were using as an extended road test for development. At number three was a

Hillman Imp prepared at the last minute for Andy Cowan/Brian Coyle; they managed to persuade Rootes to lend them a car for this event in the face of the decision to close the rally department at Coventry. Although the car was new for the event, the 1140 cc engine was the same one with which Malkin won the Manx.

Then came Tony Fall/Henry Liddon in a 1300 cc Jolly Club Lancia Fulvia, now sporting a five-speed box. The only other works interest came from a lone Group 6 Triumph 2.5 PI, entered by BMC for Brian Culbeth/Johnstone Syer, and a G2 Escort TC for Rosemary Smith/Alice Watson. From Ireland there was a very strong entry, led by no fewer than three Boyds from Carrmonee: Adrian Boyd/Beatty Crawford in an ex-works Cooper S, Derek Boyd/Norman Smith in a Mk 1 Lotus Cortina, and Brian Boyd/Peter Thompson in another Cooper S. The Irish contingent was completed by the Bostik-sponsored (it had more holding it together than that!) Cooper S of Noel Smith/Paul McGuire.

Adlards Motors had entered three Fords, a Mk 1 Lotus Cortina for Chris Schlater/Peter Valentine, an Escort TC for Alan Allard/Tom Fisk, and an Escort GT for Peter McDowell/Tony Yoward, while other private owners in Fords included Jack Tordoff/Brian Marchant (Escort TC), Toney Cox/Norman Salk (Escort TC), Mike Hibbert/Ian Withers (Escort TC), Mike White/Ken Bussy (Escort GT), Bob Lamb/Tony Mason (Escort GT) and Roy Fidler/Harry Hughes in Toby Sheppard's Escort TC, kindly loaned to them via Clarke & Simpson in the continued absence of their BMW 2002T. To give an international atmosphere, there were three private cars from Sweden, two Saab V4s for Ingvar Lindberg/Gunnar Sangster and Hans Nilsson/Sture Bostrom, plus an Opel Kadett 1900 for Sune Hallstrom/Jan Sandstrom.

The plan for the rally was fairly simple, as after the start the route went north-west and south to lunch at Peebles, which was followed by high tea at Dumfries and then the south-east stages; then there was a repeat of the early stages in the other direction during the night, bringing the rally to



Phil Cooper/Mike Bennet, strangely seeded at number 52 despite past performances, were going well with their ex-works Cooper S on SS58, Gariny Moor.



The remarkable Mk 1 Lotus Cortina of Chris Sclater, Peter Valentine led the rally but subsequently crashed and was very badly damaged.



The dominating Peugeot 404 of John Bennett & John Bennett, seeded lower than on SS53, Clashindarroch 1.

Rest and Be Thankful in the early morning Stages in the Dunoon peninsular were followed by a long run up to Pillochry for the final stages before the first night-halt on Monday night at Aviemore.

The rally started off with the Garadban stage, where Clark took 1 sec off Lampinen, but the Finn was immediately ready with the answer and after five stages was leading by 8 secs. Hot on their heels should have been Andy Cowan, but his Imp had suffered the first of three strange driveshaft doughnut failures in the middle of the third stage, Loch Achray, and he had taken a maximum penalty of 300 marks while he and Brian Coyle changed it for a spare carried in the car. Tony Fall, too, had been a pace setter on SS1, but he had a minor excursion on Loch Ard and then one of his Lancia's driveshafts packed up on Loch Achray and his rally was over.

Phil Cooper/Mike Bennet, strangely seeded at number 52 despite past performances, were going well with their ex-works Cooper S

Another ex-works car to retire before Peebles was the Triumph 2.5 PI of Phil Davis/Jon Gittins, which in Achray shed its plastic fan, which literally tore apart the bottom of the radiator. On Loch Ard, Peter McDowell rolled the Adlard Escort GT and retired.

Thus, at Peebles, Lampinen led by a small margin from Clark, followed at a respectful distance by Fidler and Sclater. Jack Tordoff's Escort was having brake trouble, while Bob Bean/John Ashton had lost valuable seconds on one stage when they had forgotten to change tanks in their Lotus Cortina and ran dry until the switch had been pulled. Alan Allard was lying fifth, although he had lost the use of his Escort's starter, and cracks were already starting to appear on the windscreen pillars. Body trouble was also slowing John Heppenstall. Hywel Thomas, whose Escort TC needed welding at Peebles above the front struts.

On the first stage after Peebles, the throttle linkage on Lampinen's Saab came adrift and he was stopped in the stage for almost 2 mins before getting going again, this let Roger Clark through into the lead. But he was to retire two stages later on Craik Forest.

front strut let go in a similar fashion to Andersson's on the Acropolis Rally. The car eventually limped off the stage, but not until it was too late to repair and continue. With many of the stages being cleaned by the leading drivers, Roy Fidler was still in the lead two stages before Dumfries, while Lampinen trailed some 30 secs behind Sclater. But leading the Scottish seemed to be a hazardous occupation, for on Ae 2 Fidler's loaned car caught fire and burnt out, fortunately without any damage to the crew or the dry forests. Thus, at Dumfries Sclater led from Lampinen, and that was the way that night section started.

Adrian Boyd was in trouble with a cracked subframe, but got it welded in the town with the aid of his service crew and was thus able to start the night on 12 ins wheels, which he had been forced to abandon for the old 10-inchers when the subframe had allowed the suspension of his Cooper S to collapse. However, the solution was obviously only a temporary one and he was out after only two more stages. The situation, on stage times only, at Dumfries was as follows.

1. Sclater, 374, 2. Lampinen, 466, 3. Culcheth, 548, 4. Hibbert, 582, 5. Rokey, 587, 6. Allard, 582, 7. Cowan, 589, 8. Tordoff, 898.

But at Dumfries came the irrevocable act which was later to lead to such confusion and recrimination over road penalties. Because they had gone more than 30 mins late, Field and Hunt, driving at number 135 in a Cooper S, were excluded from the rally. Now it is

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just possible that if the time between arriving at the special stage arrival control and departing on the special stage had been taken into account as dead time—quite a normal occurrence—then perhaps they might not have been excluded. However, they were excluded, and subsequently no delays were taken into account when assessing road penalties, unless the marshals, as well as recording the time, had been asked in addition to sign for it. That this sorry state should come to pass, with the organisers unable to retract in the face of competitors with excellent stage performance marred by misunderstandings concerning delay and the granting of it, is hardly worthy of a forest event.

The night proved to be a tough one, and among the first to go were Bob Bean/John Ashton, whose oil filter was dislodged by a stone on Cairn Edward and caused the loss of all the oil, and subsequently seized the engine of their Lotus Cortina. Also on Cairn Edward, Jill Robinson Stuart Johnson left the road in their Mk 2 Lotus Cortina and damaged it too badly to continue. John Heppenstall retired at the start of Cairn Edward with his Escort almost broken in two, while Richard Hudson-Evans/Brian Train were in trouble with the triple-C Cooper S, which had suffered several punctures with dire results to the suspension and subframes. They were later to retire after Tulliallan when the rear wheels touching the bodywork proved too efficient a handbrake. Peter Carver Rodney Spokes retired their loaned Skoda 1000 MB when the sumpguard came up and broke the gear casing on Cairn Edward, and left them with only first gear for a while until the fly-wheel disintegrated under the strain. The Swedes Hallstrom and Sandstrom were also out here when the gearbox broke on their Opel Kadett, and Derek Boyd was also in gearbox trouble with third gear stripped on his Lotus Cortina.

Peter Hall/John Billet were next to go when they had a puncture and rolled the Lotus Cortina Mk 1 on Tulliallan, while Bronwyn Burrell retired her Hillman Imp on the previous stage in Glentworth Forest. Another lady to leave the rally at this point was Helen Walford, whose Lotus Cortina was being conducted by Barrie "Bromyard" Williams, who had been setting some good times despite an excursion in someone's dust in Ben-na Forest. They were on the long haul up to Tulliallan when a circlip retaining the half-shaft broke and their car slewed to a halt on the main road, where they were to wait for 15 hours for a replacement.

Dawn saw the cars coming into the control at the foot of Loch Lomond, with Simo Lampinen well back in the lead with 1273 pts to Chris Slater's 1666. Third now was Andy Cowan with 1750, and Jack Tordoff was fourth with 2098, while Brian Culcheth had slipped back to fifth (2165) after an excursion on Loch Ard. He was also in trouble with his exhaust system, which had been pushed up by the sumpguard until it had broken at the manifold.

On the very next stage at Ardgartan, Chris Slater swung wide on the steep descent to miss a pile of logs, hit some loose sawdust from forestry work and slid none too gracefully off the edge. The Cortina rolled twice and came to rest between two large rocks and against a tree. It was very substantially damaged, but no harm came to the crew.

Lampinen now had a 7½-mins lead over the next man, Cowan, so that, despite the Imp doing best time on the Rest and be Thankful hillclimb, he felt quite safe and began to ease back a little. In fact, the Imp was in further trouble for, after having difficulty in engaging gears which he thought was something to do with the clutch, Cowan discovered that his gearbox was about to break, and it had to be changed when he got to Aviemore. This was achieved in two stages, so that the car checked into the first *parc fermé* with



Brian Culcheth/Jonathan Syer were well up in their Triumph 2.5 PI but lost time with a broken diff. This bridge is on SS2B, Ardgartan.

the engine and gearbox on the co-driver's seat.

At Aviemore, Lampinen's advantage was 9½ mins over Cowan, while Culcheth was up to third place some 10 mins behind the Imp. To say that next three days of daylight rallying were a foregone conclusion is perhaps a little harsh, but the social events were possibly more entertaining than the rallying. Anyway, Jack Tordoff was out on the Tuesday with an exploded clutch in his TC, which also sported a bent front wing as a result of a shunt shortly before that occurred. John Barnes had his only spot of bother with the Peugeot 204 when the exhaust broke and had to be welded, while Major Freddie Preston in a lightly prepared Datsun 1600 had his only bothers when the needle valve jammed shut on a stage, and then a little later jammed open.

On the Wednesday, just before close of play, Lampinen suffered a split oil cooler just at the start of a stage and took a maximum penalty, which brought Cowan to within 7 mins 40 secs of him, but that was all. Nigel Rockey had a bit of an excursion and bent a strut, which had to be changed, but not until he had run three stages with it bent. His Escort had also been in a bit of drama the night before when he had had to perform a gearbox change along the lines of Andy Cowan's, and had checked in at the *parc fermé* with the old one on the seat. Colin Grewer's Cortina had clutch trouble and had to be turned on its side in a main street while the driver poured Vim into the clutch and flywheel assembly. The biggest story of the day was that of Brian Culcheth, who broke a differential: when the BLMC mechanics came to drop in the new unit, they found that its front brackets had been welded to the trailing arm carriers, and stubbornly refused to become unwelded, despite much coaxing from Den Green and his men. The whole job ran to 2 hours which meant that Culcheth and Syer had to miss two stages—at 1800 marks a time—to get into Aviemore on time.

Les Cowan added to the dwindling number of runners when the differential gave out in his Cooper S gearbox and, after a hairy

tow for 90 miles over Tomintoul, he consigned it to the train for its journey home.

Thursday was the last day of rallying and was mercifully short. Bob East very nearly made the distinction of last retirement when a caliper came off his Porsche 911S on the long Culbin stage but, with some demon-ging and by missing the last four stages, he got in to the finish in time to claim his class win.

So to Simo Lampinen/Anne Hertz went the victory, with Andrew Cowan/Brian Coyle and Mike Hibbert/Ian Withers taking a high proportion of the honours for Scotland. Perhaps the last word, however, should be reserved, in thanks, to those two fantastic gentlemen Capt Copestake and Sgt Bromage, who ran with an Army Landrover at the end of the field and pulled out just about everyone who could be pulled out; even if they did pull out some people so rapidly that they commented that the sensation was like that of rallying inside a vacuum cleaner!

Scottish Rally June 7 to 13

1. S. Lampinen/A. Hertz (Saab V4), 3190;
2. A. Cowan/B. Coyle (1140 cc Hillman Imp), 3782;
3. M. Hibbert/I. Withers (Ford Escort TC), 4877;
4. H. Nilsson/S. Boström (Saab V4), 4928;
5. N. Rockey/R. Channon (Ford Escort TC), 4935;
6. M. A. Smith/Mrs A. Watson (Ford Escort TC), 5884;
7. D. Haggie/J. Philp (Ford Escort), 5954;
8. W. Taylor/J. Haggie (Ford Escort TC), 6206;
9. D. S. F. Thompson/M. Isley (Vauxhall Viva GT), 6411;
10. I. Lindberg/T. Fahlström (Saab V4), 6430;
11. T. Cox/N. Salt (Ford Escort TC), 6455;
12. J. M. Wilson/T. Knox (Hillman Hunter), 6482;
13. J. Nielsen/H. Henriksen (Volvo 142S), 6825;
14. N. T. Smith/P. V. McGuire (1.0 M.n.-Cooper S), 7078;
15. J. B. Boyd/P. Thompson (1.3 M.n.-Cooper S), 7127.

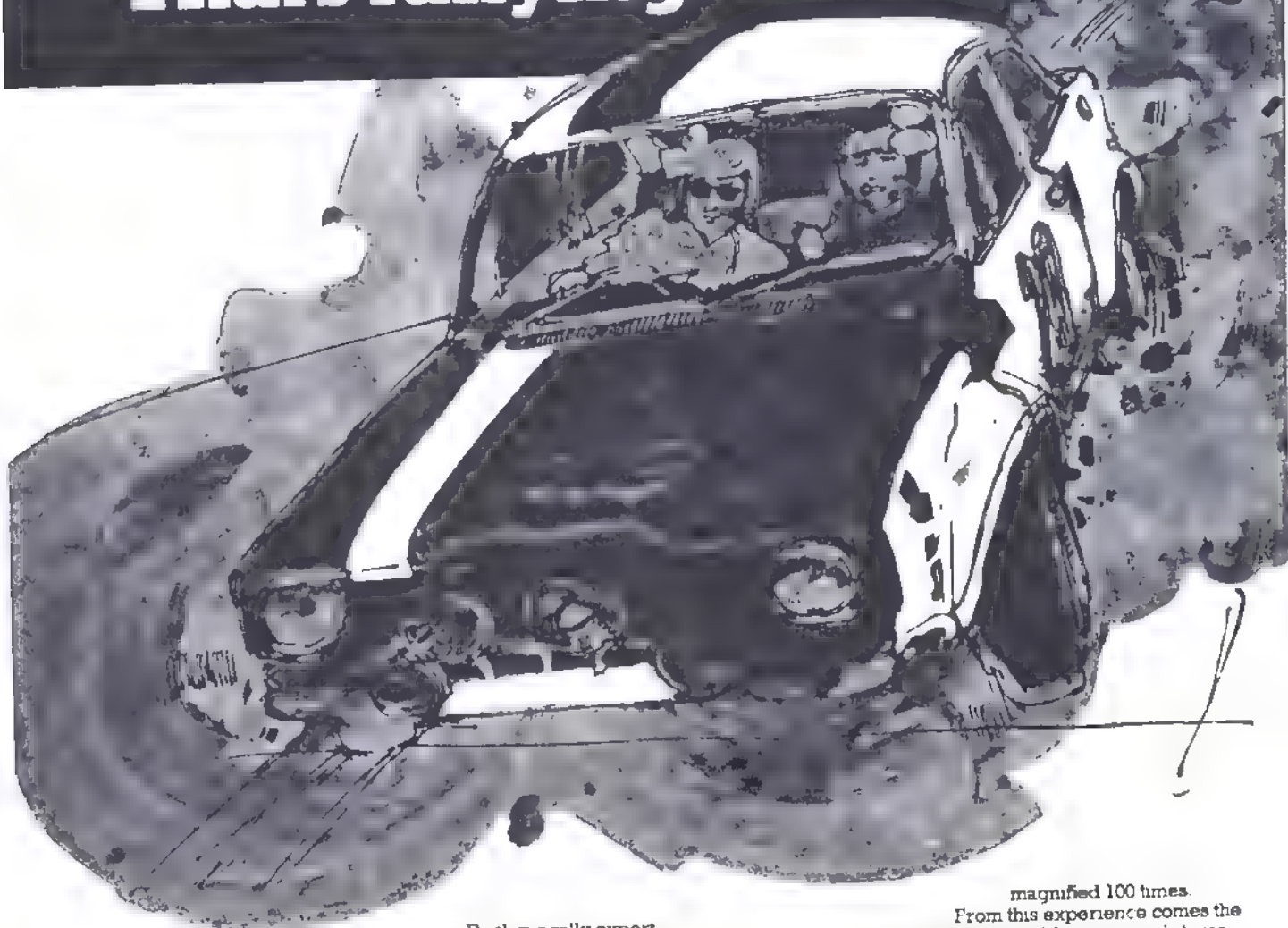
Class winners: 1. A. McCracken/I. Muir (Saab 900), 2. J. F. Barnes/P. Robinson (Peugeot 204), 3. J. B. Boyd/P. Thompson (1.3 M.n.-Cooper S), 4. H. Nilsson/S. Boström (Saab V4); 5. J. Nielsen/H. Henriksen (Volvo 142S); 7/8. R. East/J. Taylor (Porsche 911S); 10. N. T. Smith/P. McGuire (1.0 M.n.-Cooper S); 11. D. Haggie/J. Philp (Ford Escort); 12. D. S. F. Thompson/M. Isley (Vauxhall Viva GT).

Manufacturer's team: Haggis (Lampinen, Nilsson and McCracken).

Coupe des Dames: Miss Rosemary Smith/Mrs Alice Watson.

NB First three cars in general classification not eligible for awards: 134 starters, 71 finishers.

Take the stress of your daily drive. Multiply by 100. That's rallying.



100 times the stress, 100 times the wear and-tear of ordinary driving. It sounds like the boast of a demented publicity man. In fact, it's a pretty accurate calculation of the conditions that rally cars battle through. Between a breakfast snack and an 11 o'clock swig of coffee they can belt their cars as hard as you would in a fortnight. Screeching round corners, hitting rough surfaces, braking and accelerating continuously with the kind of force you use only spasmodically. Through all the muck that the elements can throw at them. From snow and ice to blazing heat.

Burning-up rubber

Through all this, the drivers depend on their tyres. Totally. And an elaborate, complex organisation sees that they get the tyres they want, and replacements as fast as they need them. "In a rally, one car can run through, say 40 tyres," says

Dunlop's rally expert Jeremy Ferguson. "So we have staging posts every 200 miles, with as wide a selection of tyres as our teams think the conditions demand. On big rallies the total can run into the thousands."

Take your pick

"And the types of tyres are as varied as the contenders. Some like the split-second sensitivity of racing tyres on the smooth sections. Most opt for one or other of our normal road radials. SP 44 Weathermaster is generally most popular, especially on muddy stretches. It's got the dickens of a pull, and with its ice studs on, it'll cope with a small glacier. But SP 68 and SP Sport have their followers, too. Remember, these are ordinary production-line tyres, bought off-the-peg. So rallying is a really violent test of our regular production standards."

And that's why Dunlop follow the cars round the world's roughest courses. Here are the ordinary motorist's problems

magnified 100 times.
From this experience comes the knowledge that builds tomorrow's tyres.

Scottish Rally won on Dunlop

1st SAAB
S. Lampinen/A. Hertz

2nd Hillman Imp
A. Cowan/B. Coyle

Manufacturers Team Prize:
SAAB. Also 6 out of 9 class winners

(Subject to official confirmation)

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Hillclimbs/Sprints

Reid's record at Syonfin

AS USUAL the event for the Hillclimb Championship of Ireland, sponsored by Players No 6 and organised by the Omagh MC on the very exacting 1-mile hill at Syonfin, in Co Tyrone, on June 7, attracted an excellent entry. The number of spectators also seems to grow yearly and this time the hearts of the Players reps must have been warmed on seeing the huge crowds which lined the hill (a closed public road) on a day which, although overcast, was very warm.

The first class was comprised entirely of Minis except for the Imp of George Windrum which, despite a slight misfire at high revs, came out on top with a spectacular 63.96 s. Second was Victor Lecky's veteran Mini, which sees service in all forms of motor sport, and third David Johnston. Class 2 was again almost a one model benefit, with David's elder brother Mervyn Johnston's Riley Elf in the midst of a horde of Mini-Coopers of different types up to 1000 cc. After a hairy first run in which he clouted the bales at McDermott's corner, Andy Kane (S-type) took the class in 54.89, well clear of Johnston and third man Tony Forsyth. There was more variety in the class for saloons 1000 to 1300 cc, but the Escort GTs were no match for the various Mini entrants. This class was notable for a

couple of very determined climbs by Dessie McCartney in what is far from the last word in racing 1275s; after leading the class on the first run with 53 dead, he was just beaten by Jim McClement's Elf. Third was the Hornet of Rob Pollock. Class 4 went the way of Cahal Curley in the same Escort TC which he uses to such good effect in rallying. His second run of 54.27 was almost 3 secs faster than the TC of Liam Ward, while a plucky Eddie Scott took third place with his Anglia, bodywork hammered out after a practice prang.

The sports cars were subdivided at 1300 cc, which put the 1310 cc Midgets of Archie Phillips and Harold Hagan out of the way of the 1275 cars of Harold McGarrity, whose open version won the class, and Eric Scott. Phillips duly won the big class in 53.63, while Hagan's 54.88 was the result of excellent driving in the same car with which he wins driving tests, and Derek McMahon did well to take his MGB to the top in 56.60.

As usual the small single-seater class brought forth a motley collection of vehicles, but an easy winner was Patsy McGarrity (FF Merlyn) in the excellent time of 51.88 in his first ever hill-climb. Second was "Mighty" Mike Weiniger's U2, with Pat Wilhare doing a creditable 56.55 in his rather odd-looking Mini-based Firecrest. This left only the unlimited class, with the F2 Brabham BT23C of record holder Tommy Reid and the twin cam Lola T60 of Brian Nelson contenders for a new hill record. Reid had broken the record twice in practice—the old record was set as far back as 1965 with Tommy's Lotus 22 t/c in 50.23—and on his first run this was well and truly shattered when the Brabham rocketed up in 47.89. Equally meritorious was the 49.40 of Nelson, as this was his very first visit to the very tricky hill. On the second run Reid overcooked his engine slightly on the line and he was 0.04 slower, and Nelson was also slightly slower.

As usual the organisation at Syonfin had been excellent and the RAC representative who was present should have no qualms about recommending this event as a Shell RAC qualifier. With a rather bad dip near the top smoothed out, Syonfin would be an excellent venue for a championship event.

ESLER CRAWFORD.



Philip McAuley lifts two wheels as he tries very hard in his MG Midget.

BTD: T. D. Reid (F2 Brabham FVA BT23C), 47.89 s (outright hill record).
Class winners: G. Windrum (Hornet Imp), 63.96 s; A. Kane (1.0 Mini-Cooper S), 54.89 s; J. McClements (1.3 Riley Elf), 52.80 s; C. Curley (1.6 Ford Escort TC), 54.27 s; H. McGarrity (1.3 MG Midget), 54.25 s; J. A. Phillips (1.3 MG Midget), 53.63 s; P. McGarrity (FF Merlyn Mk 1), 51.88 s; and Reid.
Handicap classes: McGarrity, 44.28 s nett; D. McCartney (1.3 Mini-Cooper S), 45.00 nett.

Goodliff keeps BARC lead

JEFF GOODLIFF consolidated his lead in the BARC Castrol Hillclimb Championship on June 8 when he scored 4.43 pts at the BARC South Western Centre Brunton meeting. David Way (Morgan 4/4) retains his second place having scored 20.67, and Chris Cramer in his 1-litre Cooper S (17.2 pts) and Peter Voigt in the DRW Imp sports-racer (14.28) fill the next two places.

The event was blessed with beautiful weather and saw David McDougall breaking the 1100 single-seater record on his way to BTD in his blown 1-litre Cooper T72. Cramer won a battle with Sandy Hutchison in another 1-litre S in the first class, while Brian Preston got the better of John Pascoe in class 2 in 1.3 Sa. Henry Blackledge's overbored Cooper S won class 3 in the absence of Scotsman Tom Christie's similar car.

Through not competing Christie lost fifth place in the championship to John Northcroft (Midget), who won class 4 after a close battle with Keith Ashby (1.5 Midget), Barrie Aston (Sprite) and Judith Day (Marcos). The bigger sports car class went to Ken Kenyon's 4.2 E-type from Brian Alexander's TVR-Buck and Way.

Voigt had it all his own way in the smaller sports-racing class, while Goodliff conquered John McCartney's 2-litre Felday-BRM 4 and Jeff Hill's 1.6 U2 Mk 5 in the big section.

McDougall's opposition in the small single-seater class came from Stan Thomas (Cooper-JAP Mk 8), who beat Fred Dicker's similar car by 0.2 sec for second place. Jack Heaton-Rudd's self-built Cortina GT-engined Rudeani was the winner of the big class, with Peter Fisk's self-built twin-cam PMF and Albert Rodge's Lotus-Chevrolet 24 close behind.

BTD: D. McDougall (1.1 Cooper-Ford T72 s/c), 23.37 s.

Class winners: C. Cramer (1.0 Mini-Cooper S), 25.73 s; B. Preston (1.3 Mini-Cooper S), 25.06 s; Dr R. Blackledge (1.35 Mini-Cooper S), 26.01 s; J. Northcroft (1.1 MG Midget Mk 3), 27.04 s; K. Kenyon (4.2 Jaguar E), 25.41 s; J. Page (Alvis Speed 20/25), 33.72 s; P. Voigt (1.0 DRW-H Imp Mk 6), 24.10 s; J. Goodliff (1.3 Mini-Cooper S GT s/c), 23.85 s; S. Thomas (1.1 Cooper-JAP Mk 8), 24.59 s; W. R. Heaton-Rudd (1.6 Rudeani-Ford Spl), 25.08 s.

Ladies' award: Mrs T. Dunne (1.5 Brabham-Ford BT3), 27.62 s.

Top-ten run-off: 1, Goodliff, 23.40 s; 2, Voigt, 24.10 s; 3, McDougall, 23.72 s; 4, B. Alexander (TVR-Buck V8), 24.65 s; 5, Blackledge, 25.53 s; 6, Cramer, 25.82 s; 7, D. Way (1.9 Morgan 4/4), 26.85 s; 8, K. Northcroft, 26.82 s; 9, K. Ashby (1.5 MG-Ford Midget Mk 3), 26.94 s; 10, B. Ashton (1.1 Austin-Healey Sprite Mk 1), 27.21 s.

● AC Cobra driver Ian Richardson scored BTD at the Morgan 4/4 U.S. sprint at Santa Pod on June 8, setting a time over 3 secs faster than his nearest challenger. The class for Morgans received an entry of 23, including three of the new Plus 8s.

BTD: I. Richardson (4.7 AC Cobra), 40.610 s; 2, C. Smedley (3.5 Morgan Plus 8), 43.668 s.
Class winners: B. Haslam (Volvo), 54.820 s; R. P. Curzon (Ford Anglia), 47.001 s; A. P. Armstrong (Ginetta), 46.920 s; J. H. Atkin (Morgan Plus 4), 47.640 s; W. F. Viney (Austin-Healey), 45.755 s; A. Driegeland (3.5 Morgan Plus 8), 45.501 s.

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When we started in 1945 we christened ourselves the 500 Club.

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Unfortunately there was a Mayfair drinking club of the same name. And in 1951, after a slight touch of the injunctions, we re-named ourselves the Half Litre Car Club.

As time passed we found ourselves involved with more than just 500 c.c. racing.

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club news

Cullen sets Cruagh record

THE weather was perfect for the Dublin University MC & LCC's Cruagh hillclimb on June 7, and Brian Cullen took full advantage of the conditions to return a shattering new record of 45.95 s with his twin-cam Lola T60.

On the first runs up the 0.9-mile hill, Richie Heeley (brown Lotus 31) was quickest at 49.23, Frank Keane (Brabham BT18 t/c) d'd a 50.00, and Cullen's time was 50.94. On the second attempt Heeley capped a fraction off the 48.42 record (set up four years ago by John Pringle in his big Cooper-Oldsmobile V8), the clutch packed up on Keane's Brabham, and Cullen missed gears all over the place and retained a slow 54.43. Cullen came to the line before Heeley for his last climb, and shot away from a perfect start, keeping his foot hard down on the loud pedal on the very bumpy hill, clocking well over 100 mph on the faster sections, and flashing across the line to a great new record. Just before Heeley started his last run, Kevin Murphy, owner of the Keane Brabham, whis-

pered the news of Cullen's record in his ear, but the Lotus driver had no answer and his time of 49.43 was slower than his short-lived record of 48.40.

In the 1300 cc saloon class Jimmy Danne (Hornet) came out on top, retaining a time of 50.86 against the 50.91 of Des Donnelly (Cooper S) and the 51.61 of Tony Brennan (Cooper S). Class winner John Keane (1-litre Cooper S) did a 53.50 to beat second man Alan Moore (Emery Imp) by almost 1 sec. R.cho Conroy with his veteran Buckler-Ford (53.86) beat Cecil Vard's Porsche 911S (54.61) in the sports and specials class.

BRIAN FOLEY.

BTD: B. Cullen (1.6 Lola-Ford T60 t/c), 45.95 s (record).

Class winners: J. Keane (1.0 Mini-Cooper S), 53.50 s; J. Danne (1.3 Waseley Hornet), 50.86 s; B. Lynch (1.6 Ford Cortina), 60.19 s; R. Conroy (1.5 Buckler-Ford Mk 1), 53.86 s; Cullen, 45.95 s.

Open handicap: 1 Cullen, 45.95 s (scratch); 2 L. Goulding (1.6 TVR Vixen), 47.31 s (0 secs); 3, W. Dunne, 47.86 s (3 secs).



Autocross

Baker's BTD at Lincoln

SUFFERING from a badly sprained ankle and broken ribs, recovered from a recent road accident, Birmingham solicitor Tim Baker took his immaculate Nagspeed 1293 Cooper S to BTD at the Lincoln & DMC Players No 6 autocross last Sunday. The event was the second in the area, Hagley having been rained off a few weeks previously. The organisation was not as brilliant as the weather, the meeting having delays between runs and longer ones between classes, and also discrepancies in the results and so on. The entry was not as large as Players events go, but also quite a number of drivers had practice breakages and a few refused to run on what they termed a car-breaking track; the latter contention could hardly be supported, as the course was a twisty one which had to be bumpy as the weather had been dry for a week and the field was not absolutely smooth. It would seem that some drivers would rather autocross under racing conditions than on the type of surface on which this sport should be run.

Pip Carrotte's Nerus Cooper S was given a run for its money when Jumping Jeff Williamson came down from the North to sample the opposition in his Tony Bloore Elf. Williamson was driving erratically but, after a first run full of flags, he pulled out all the stops and won the class by nearly 2 secs. Carrotte gained the championship points, beating Mike Sugden in the Team Wetmoor car, which was giving a lot of trouble; finally his clutch packed up during his second run. This was a pity, as he and Carrotte recorded identical fastest runs, and so the latter won with his second run. To complete his erratic day, in the eliminator Williamson came into the rather rattled corner near the paddock at a ridiculously fast speed and did what everyone expected and rolled it. He was OK but his mechanic, Fred, was injured when he tripped over a lamp of grass when running to the rescue!

In the sports and GT class for the under 1300s the Brown Brothers, Peter and Nick, were in fine form and led the first runs in that order, only to be beaten by the low-flying tactics of Bill Sparkes in the ex-works Le Mans Spitfire, camouflaged and sponsored by Humbrol Paints.

Under half of the conventional under 1300s remained by the end of the first runs, the 18 entries being reduced to only seven. The first Capri to appear in the championship broke a control, but the drivers, John and Sandra Scotney, showed that the 1300 version has potential. Richard Wharton romped home in his cleanly turned out Ron Evans-engined Anglia, beating Roy Creswell's 1300 Anglia and Chris Fearon's non-crossflow 1300 Anglia.



Richie Heeley in his brown 1½-litre Lotus 31 was fractionally under the 48.42 s record, but had to give best to Brian Cullen (Lola T60 t/c).

First Spring Nationals at the Pod

DESPITE the glorious weather the RDR&HRA's first Spring Nationals meeting on June 14/15 at Santa Pod Raceway was poorly supported but those fans who did turn up were treated to some really fine racing.

Most of the "big numbers" were turned in by the two-wheeled boys, with John Siggery's injected Olds-powered Geronimo only just taking top time and low et of the meet at 10.04 s, 140.06 mph. John Lloyd and Bernard White showed you don't need cubic inches. Lloyd rode his 998 cc Romulus through the traps at 136.80 mph, and White's 498 cc Endeavour stormed the quarter mile in 10.43 s.

The Top Dragster final again brought together Siggery's Geronimo and Ken Cooper's Bazooka Too. As before, Cooper's flathead was no match for Geronimo's horsepower, with Siggery making it in 10.05 s, 139.08 mph, for his second title win. Bazooka Too trailed at 11.28 s, 121.21 mph.

Dave Collis powered his way through the field of Competition Altered with his Chevy-powered "T" Opus One to face the Fullerton/Benbow Buck-powered Turtle "T". Fullerton

cut it too fine and drew a red light, leaving Collis to storm through the quarter in 11.89 s, 112.11 mph; Turtle T followed at 12.09 s, 115.21 mph.

The Top Street competition saw Ian Richardson tearing through the field in his immaculate 289 Cobra to take the title at 13.40 s, over Bill Wicheit's Trident.

Saturday

No 1 Bracket: Tony Anderson (Trouble-Ford V6), 12.20 s, 112.11 mph. **No 2 Bracket:** John Fullerton (Turtle T-Buck), 11.25 s, 116.61 mph. **No 3 Bracket:** Cussingham/Bakewell (Oce Smokey-Jaguar/Ford), 15.48 s no speed; **No 4 Bracket:** Ken Giffen (Chevrolet Camaro), 14.01 s, no speed.

Sunday

Dragsters: Top, John Siggery (Geronimo Oldsmobile V8), 10.05 s, 139.08 mph. Middle, Tony Anderson (Trouble-Ford V6), 12.20 s, 112.11 mph. Junior, Brian Parkin (Keele kart), 12.75 s, 99.30 mph (bye).

Competition: Top, Dave Collins (Opus One-Chevrolet V8), 11.89 s, 112.11 mph. Middle, Rob Skinner (Midas Touch-Jaguar/Buckler), 13.84 s, 86.33 mph (bye). Junior, Richard Fielding (1.2 Imag nation Ford), 16.84 s, 77.52 mph (bye).

Street: Top, Ian Richardson (AC Cobra 289), 13.40 s, 98.43 mph. Middle, Hugh Gunderson (Oscar Vi-Ford V8), 16.82 s, 80.45 mph.

club news

The wild looking Standard 16 of Dave Hardcastle, with completely altered suspension and engine, had a wishbone or two break up in practice so did not get a run.

The specials class, while not the largest in the area, has some of the quickest cars and drivers. The Bui Mowog was having a lot of trouble with different things, and Tony Fisher had a tyre burst on the first run but recorded a good time on the second to slip into third spot. The current leader, Dave Oxy in the BMC Special, only did one lap on his first run but came back with a vengeance and took the lead from Brian Harper's twin-cam Nagspeed Lotus 7 when Harper spun off on his second run.

Tim Baker's run looked far from BTB, but the Cooper S was really shifting and the dusty power slides were great to behold. His first run time gave him BTB and the class, as he was given a no run on his second. The other Nagspeed Cooper S of Dave Preece was another to have a good first run, giving him second spot, but he too failed to get a second time when a front tyre burst and he went off. Third was Jim Forrester's 1275 S, some way back on times, but between him and Mike Dabbs in fifth spot there was only 0.2 secs.

The big sports and GT class would hardly have been a class without three out-of-area drivers. Paul Kerridge in the fourth Nagspeed car, his Lotus 47F, was the only Midlander there and even he has only just transferred there from the SE. From the North came the Bill Ellam and Brian McFall E-Type and Gerry Solkowsky's TVR Vixen to make up the class, but they were well beaten by the Lotus, Kerridge having now sorted out a few gears in the Hewland box. The TVR exponent was second after a re-run due to alleged baulking and on which he had the field to himself, and McFall was third after two terrific scraps with Kerridge.

The RWD class was made up mainly of Imps, and Fred Stein took the verdict in his 998 version, but the rest of the class provided some very uninspired driving.

The large conventional class in the Midlands must surely have the greatest number of Escorts and the top man of the area, Stan Clark's, one must be the most crumpled at present. After his previous week's roll at De

Lacey, a week or pane, crashing reproduced the same car, albeit slightly ruffled. A new bodyshell is going to be fitted, but it obviously is not really necessary as Clark took the car to an easy win over John Brandle's 1650 TC, while behind him came dentist John Harns's TC.

TONY WILLSON

BTB: T Baker (1.3 Mini-Cooper S), 1 m 27.5 s
Class winners: J Williamson (1.0 Riley Elf), 1 m 42.8 s; R B Sparkes (1.3 Triumph Spitfire), 1 m 70.8 s; R Wharton (1.3 Ford Ang.), 1 m 81.1 s; D Oxy (1.3 BMC Sp.), 1 m 3.9 s; Baker P Kerridge (1.8 Lotus Europa 47F), 1 m 4.9 s; F Stein (1.0 Humber Imp), 1 m 4.7 s; S. Clark (1.8 Ford Escort TC), 1 m 8.8 s.

● Dave Harris, driving his 2060 cc engined MGB, set BTB at the Welsh Counties CC's Players autocross at Creigiau Cross, near Cardiff, last Sunday, the fourth round in the south-western area. Favourite Ian Headon could only manage a time half a second slower with the attractive 1RH special, although he won the specials class by 0.2 sec from Ron Bevan's 1680 cc Naveb.

Class 1 went to the favourite, John Thurston in his 999 Mini, in a time of 69.6, with Nick Jesty (704) and Cave Barnard (711) not far behind. Barnard was 0.1 sec quicker than the class 2 winner, Gethin Jones (Midget), and almost 1 sec faster than class 3 victor David Angel in his Escort GT.

Richard Franks in his 1.3 Cooper S emerged victorious in the very hotly contested class 5, winning by 0.5 sec from Norman Harvey (69.5), P. Bearne (69.8) and Richard Akers (70.6) in similar Minis, with John Symons an unaccommodated fifth in class with the Symon-speed S-engined Riley Elf. Second in class 6 to Harns was John Pugsley (Sprite), who was just over 3 secs slower than the BTB time, while the other two classes also provided easy victories, for Brian Bailey in his Renault R8 and Jeff Churchill (1650 Escort TC).

BTB: D Harris (2.1 MGB), 1 m 81.1 s
Class winners: J Thurston (1.0 Mini), 1 m 69.6 s; G Jones (1.1 MG Midget), 1 m 112.2 s; D. Angel (1.3 Ford Escort GT), 1 m 120.2 s; I. R. Headon (1.5 1RH-Ford Sp.), 1 m 85.8 s; R. Franks (1.3 Mini-Cooper S), 1 m 90.8 s; H. B. Bailey (1.3 Renault R8), 1 m 124.4 s; J. Churchill (1.65 Ford Escort TC), 1 m 89.8 s.

● Winston Percy, driving a Mini Cooper, won the Yeovil CC's ASWMC championship meeting at Haselbury Park, near Crewkerne, on June 8. His closest challengers, Derek Eades and Peter George in 997 Cooper S and 998 Sigma Mini-Cooper respectively, were almost 3 secs slower with 1 m 49.6 s each, Eades getting the class 1 win due to a faster other run. Nick Jesty was third in the class in his Mini-Cooper, only 0.4 sec slower.

Gordon Francis' Sigma 970 S won class 2, and Brian Moorcroft class 3 in his S-engined Morris Minor. Class 4 went the way of Jonathan Mears' pushrod Anglia from Terry Mears in the same car, and other class winners were Chris Drewitt (Imp), Mike Hayler (Midget), Harry Eason (AC Ace), John Jordan (Lilfo-imp), and Phil Jones (Lotus Cortina). Results.

BTB: W. Percy (1.0 Mini Cooper), 1 m 48.4 s.
Class winners: D. Eades (1.0 Mini-Cooper S), 1 m 49.6 s; G. Francis (1.0 Mini-Cooper S), 1 m 50.2 s; B. Moorcroft (1.3 Morris Minor S), 1 m 54.0 s; J. Mears (1.65 Ford Ang.) 1 m 54.8 s; G. Drewitt (875 Sunbeam Imp), 1 m 54.8 s; M. Hayler (1.1 MG Midget), 1 m 50.0 s; H. Eason (2.0 AC Ace-Bristol), 2 m 0.8 s; J. Jordan (875 Lilfo-Hillman Spl), 1 m 58.2 s; P. Jones (1.8 Ford-Lotus Cortina), 1 m 56.8 s.

Novice award: A. Oakes (1.3 Ford Anglia), 1 m 57.4 s. **Best club:** C. Taylor (1.1 Renault 760), 1 m 58.8 s.

● BMC special driver David Oxy set BTB in the NSCC's EMAMC championship round at Aston Hill Farm, near Derby, on June 8, in winning the specials class from Noel Sabin's Lotus 6. His closest rival was John Harns, who took his 1650 Escort TC round 1.9 secs slower. Results:

BTB: D. Oxy (1.3 BMC spl), 1 m 27.2 s
Class winners: M. Sellocks (1.0 Mini-Cooper), 1 m 32.9 s; S. Burnell (1.1 Mini), 1 m 30.2 s; J. F. Harns (1.65 Ford Escort TC), 1 m 29.1 s, and Oxy.

● Positions in the ASEMC rally championship after four rounds (the Hastings 1066 Spring, Bexley & DLCC Monte-Minor, Sevenoaks & DMC Kent and Blackpalfrey MC Hughes) are as follows:

Drivers: 1, Bert Jey 76 pts in 4 events; 2, George Tancock 67 (4); 3, Bill Smith 65 (3); 4, Tony Stone, 62 (3); 5, Geoff Austen, 55 (4).

Navigators: 1, Bill Miller, 84 (4); 2, Max Kingsland, 82 (3); 3, Brian Miller, 67 (3); 4, Alan Harman 45 (2); 5, John Jensen, 40 (3).

The next round is the Maidstone & Mid-Kent MC's Grasshopper on August 9/10, which this year will include some previously unused stages in Kent and Sussex; George Tancock, 52 South Hill Rd, Chatham, Kent, has further details.

● Latest ACSMC Rally Championship positions, after the recent Farnborough DMC/Guildford MC Dimanche Tour, are as follows:

Drivers: 1, Peter Reddish, 11 pts, 2, Colin Barrel, 8, 3, John Hodge, 8, 4, Paul Appley and John Church 7, 6, Lee Pickering, Callum Barney and Clive Beach, 6.

Navigators: 1, Clive Badrey, 15 pts, 2, Miss Frances Cobb, and Don Cose, 11, 4, Brian Rann, 8, 5, Jim Maycock, 8, 6, Mick Wise, 8.

● The entry list for the Castrol-Glaxo Quiz closed on May 31, and 421 motor clubs from all parts of Britain have entered the contest, which will start in the Autumn. The entries have been split into 12 areas.

● New general secretaries as from this month: Mr D. W. Bradley, 16 Woodstock Rd, Witney, Oxford (750MC); and Mr J. H. Dorsett, c/o Alpha Business Services, Mart Lane, Stourport-on-Severn, Worcs (Hagley & DLCC).

TVRs take TWMC Triad

The Tunbridge Wells MC's Triad autocross at Paddock Wood on June 8 was attended by such a large crowd that the police had to turn many cars away—the spectator enclosures were packed. The 800-yds course was so dry that great clouds of dust followed the cars around and the organisers wisely decided to run the open cars individually in the interests of safety. However, the course was extremely fast, despite bad ruts on the two slow corners.

The class for the small FWD cars went to Keith Ripp (Mini), who had 0.8 sec in hand over the similar car of John Geaves. Fastest in the Cooper S class was Stan Hastiow, who took the best other club award, leaving the class pot to Gary Streat, who beat third man Dick Goad (fastest club member) by 1.6 secs. The Anglia/Minor thrash was won by Alan Russell for Ford by a huge margin, netting the Ton Tyres Trophy, but the next class was much closer. Rod Chapman, who had donated the BTB trophy, broke the gearbox on his Escort TC on his first run and, like in the 1968 PN6 final, borrowed Paddy Thorne's Lotus Cortina. Thorne beat him by 0.4 sec, with the Escorts of John Therstappen and Nick Whiting and John Taylor's Volvo close behind.

The rear-engined RWD class was won by

Shaun Jackson's nice Porsche by 1.2 secs from Mike Chapple's Imp, with John Home-wood's Chamois a distant third. Horace Appleby's Lotus 7 was in among the Sprites, but he could only manage second spot 2½ secs behind Nick Ramus's Sebring version but 2 secs ahead of Steve Bowen.

The penultimate class produced both BTB winners. Mike Day taking his TVR round the three laps 0.6 sec quicker than Tom Osmond, also in a Tuscan. Tony Hill was thus elevated to a class win in his Ford-engined Sprite, with his codriver Ron Cook second 0.6 sec slower. The specials class produced an easy win for David West, with Malcolm Knights (BLF) second and Ernie Farncombe (Lilfo) third.

Rod Chapman Cup: M. Day (4.7 TVR-Ford Tuscan), 1 m 33.8 s; J. Chapman Cup: I. Osmond (4.8 TVR-Ford Tuscan), 1 m 34.2 s.

Ton Tyres Trophy: A. Russell (Ford Anglia), 1 m 34.6 s. **Best TWMC:** R. Goad (Mini-Cooper S), 1 m 36.8 s. **Best other club:** S. Hastiow (Mini), 1 m 35.0 s. **Ladies award:** Mrs R. Osmond (4.8 TVR-Ford Tuscan), 1 m 52.0 s.

Class winners: K. Ripp (850 Mini), 1 m 38.2 s; G. Streat (1.0 Mini-Cooper S), 1 m 35.2 s; G. Rutherford (Ford Anglia), 1 m 38.8 s; P. Thorne (1.6 Ford-Lotus Cortina), 1 m 37.8 s; C. N. Ramus (1.3 Austin-Healey Sprite), 1 m 37.8 s; A. H. L. (1.6 Austin-Healey Ford Sprite), 1 m 43.6 s; D. West (Special), 1 m 37.8 s.

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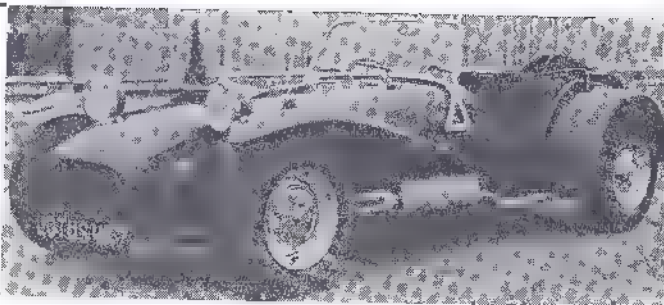
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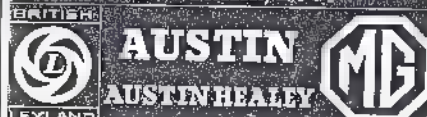
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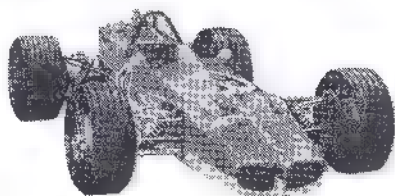


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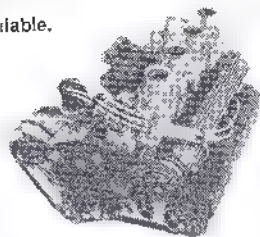
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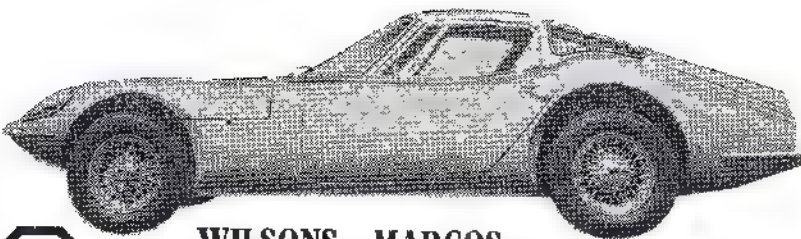
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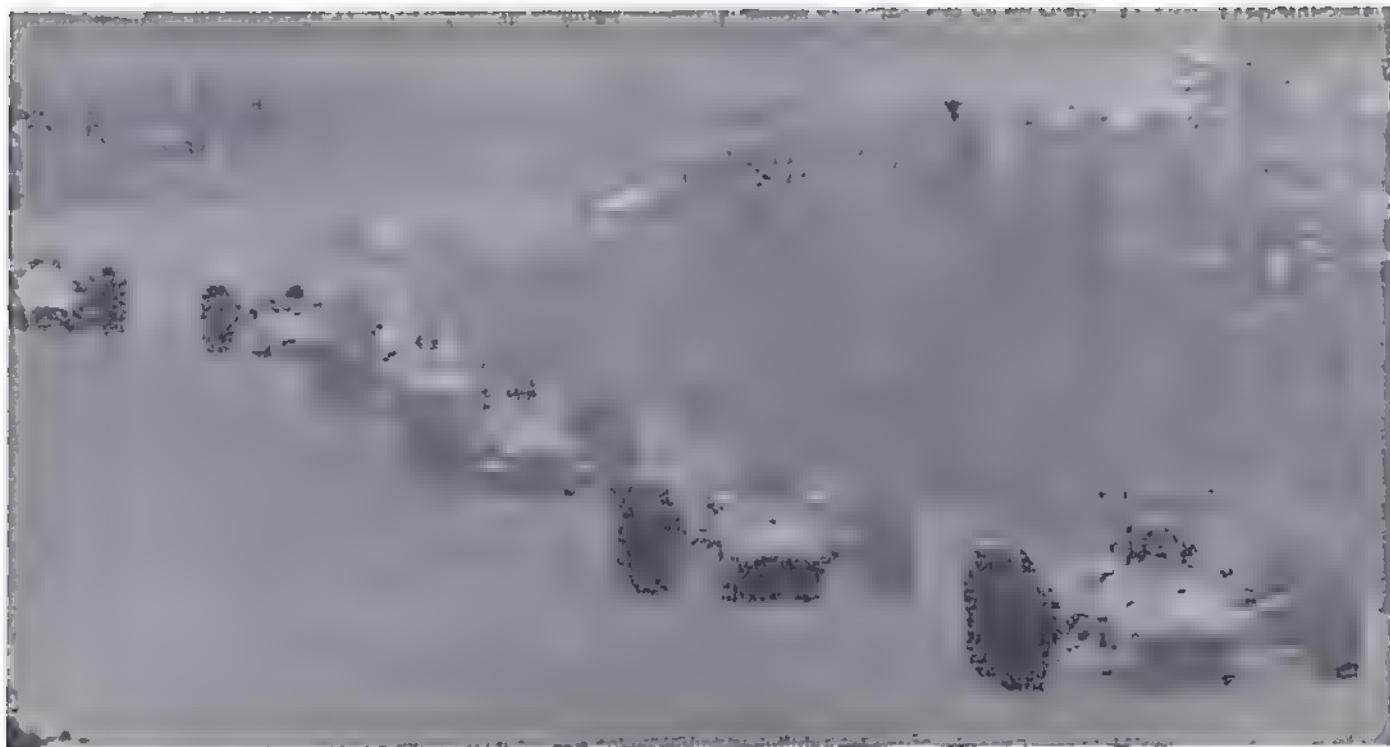
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World Championship, round 4

The start of a new era

By JUSTIN HALER

THE World Championship circus moves this weekend to the fast and demanding Zandvoort track, set in the famous sand dunes of the Dutch sea-side town, for Saturday's fourth round of this year's series. Recent GPs have seen a lack of technical innovation, as most teams were putting their efforts into getting aerofoils to work efficiently and stay on. Now, however, the ban on aerofoils has accelerated work by various teams to ready their new cars, and with four-wheel-drive machines due from three marques, this year's Dutch GP could well prove to be the most technically interesting for several seasons.

Heading the list will be Lotus, who will have regular pilots Graham Hill and Jochen Rindt on hand. Lotus have been working flat out to complete two of their new Type 63 4wd machines. Little has been heard of these, although the *Sunday Times* carried an artist's impression some weeks ago, but they are known to be much lower, longer and neater than the 49Bs. However, even if they are readied in time, they will be an unknown quantity, and the Gold Leaf *equipe* will take two of their regular 49Bs along as well. Backing up the works team will be the Rob Walker/Jack Durlacher 49B for Jo Siffert, in the same trim as at Monaco save for a repaired nosecone.

Another team who have started work on their four-wheel-drive project is Ken Tyrrell's Matra International. Tyrrell has recently been running the new space frame MS84 four-wheel-drive car at Zandvoort in comparative tests with the team's regular MS80. Jackie Stewart had lapped the MS80 at around the 1 m 22 s mark, recording times just around 0.5 sec slower with the MS84. Thus there is hope that this new space-

frame car will race, although with Stewart out to hold on to his slender championship lead, Jean-Pierre Beltoise may well give the new car its *début*.

McLaren Cars are the third team who have been hurrying to get their new 4wd M9A raceworthy, and they have been having a particularly crowded time because of their CamAm ventures. If tests have proved the M9A to be both quick and reliable enough, it will be in the hands of Denny Hulme for the race; if not Bruce McLaren will drive it. A1 being well Bruce will be in his F5000-monocoque based M7C, while the completion of an M9A has meant that McLaren has now released his "side-tank" M7B to Colin Crabbe's Antique Automobiles team, who will run it for Vic Elford.

Perhaps all this experimentation with unpredictable new machinery will favour the Brabham camp, who are bringing along their usual BT26As for Jack Brabham and Jacky Ickx. These will be unchanged save for some aerodynamic tail sections, although the Byfleet men are working flat out to ready their first monocoque F1 car, the BT33, which could be ready in time for the British GP in July. A third car which will be in the running will be the Frank Williams B126 for Piers Courage. Silvio Moser will also be Brabham-mounted, having his second outing in the ex-Courage Charles Voegelé BT24.

Leading the opposition to the Ford DFV-powered brigade will be BRM, whose hopes are largely centred around their new P139 car. This is an all new full aluminium monocoque of tubular shape, the theory being that a uniform section provides maximum rigidity. The P139 can accommodate 45 gallons of fuel as opposed to 38 for the P138, to cater for the very thirsty 48-valve

engine. The suspension is based on that of the old car, although live stub axles replace live hubs at the front and the steering geometry has been altered. There is a sloping radiator at the front and the lubrication system has been revised. The car is on 13 ins front and 15 ins rear wheels. Lucas have been working closely with BRM since Monaco and believe that they have made the 48-valver a much more reliable unit, with an extra 300 rpm, having cured some ignition and fuel injection bothers. Both John Surtees and Jack Oliver have tested this car and two P138s at Zandvoort, putting in over 200 laps. No engines were blown up, and the only trouble found on the P139 was that the sump bottomed badly with full fuel tanks. This was cured, and Oliver was lapping in the 1 m 23 s bracket, which is only 1 sec behind Stewart's times with the well-proven Matra MS80. Thus Surtees will drive P139/01 in the race, with Oliver in a P138 and another P138 on hand as a spare.

Tm Parnell's old P126 BRM is now being fitted with a 48-valve V12 and so for this one race only the Yorkshireman has released Pedro Rodriguez from his contract to join Chris Amon in the Ferrari team. SEFAC are expected to arrive with their usual 0017 for Amon, and the car which Derek Bell drove at the *Daily Express* Silverstone event earlier this year for Mexican Pete.

That, then, is the line-up. Last year's race was a gift for Stewart in the Matra MS10 in appalling conditions, but with the weather looking like staying dry, and so many new ideas being tried, it could be anyone's race.

For latest news of the Zandvoort entry, see *Pit and Paddock* on page 2.

Championship positions before Zandvoort

	pts
1 Jackie Stewart	18
2 Graham Hill	15
3 Bruce McLaren	10
4 Denny Hulme	8
5 Jo Siffert	7
6 Piers Courage	6
7 Jean-Pierre Beltoise	5
8 Richard Attwood	3
9 John Surtees	2
10 Jacky Ickx	1

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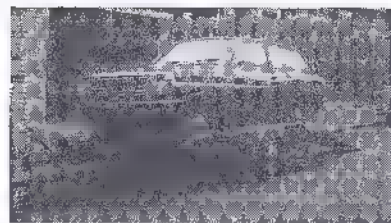
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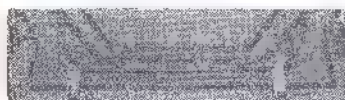
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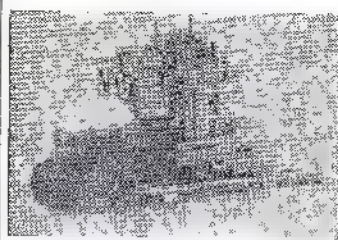
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A/M DB4 Superleggera Saloon, 1962. Blue. £1,145

Alfa Romeo Giulia Sprint Speciale F.H.C., 1964, R.H.D., one owner, very impressive. £545

Austin Mini Van, 1965 (Dec.). Grey, heater, one owner, privately used. £215

Austin A60 De-luxe, 1965. Blue/grey. £445

Austin Healey Sprite Mk. IV, 1967 (Oct.). Blue/black, heater, wire wheels, one family owner, 16,685 miles. £595

Austin-Healey 3000, 1964. Blue, overdrive, wire wheels, SP41's, Hella fog/spot, Yale lock, radio, heater, Cibie headlamps, new clutch, one owner. £645

A/H Sprite Mk. II, 1964 ('63 model), Red/Red Ashley GT hard top and bonnet, heater. £295

Austin Healey Sprite, 1959. Red, two owners only. £225

Austin Healey 2.4 Tickford Saloon, 1952. £125

Bond Equipe 2-litre GT, 1968. Blue, overdrive, G800's, heater, one owner, certified 5,542 miles. £965

Ford Cortina 4-door De-luxe, 1966. Grey/red, discs, heater, wire wheels, one owner, immaculate. £415

Jaguar E-type F.H.C., 1963. Black, chrome wheels, radio, heater, remarkable condition. £825

Jaguar E-type F.H.C., 1963. Gunmetal. £725

Jaguar XK140 F.H.C., 1956. L.H.D., salmon pink, wire wheels, radio, "C" type engine. £495

Lancia Flaminia V6 Farina Saloon, 1962. Blue/belge, radio, heater. £495

Morris Mini-Cooper 1275S, 1967. Blue, oil-cooler, twin tanks, one owner. £578

M.G.B. GT, 1967. Red/black, overdrive, wire wheels, heater, belts, Cinturatos, one owner. £945

M.G.B. GT., 1966. Grey/red, overdrive, heater, wire wheels, belts, Motorola, Absch/exhaust. £845

M.G.B., 1966. B.R.G./black, one owner. £665

M.G.B., Sept. 1965. Green/black, wire wheels, Cinturatos, heater, servo discs, belts. £615

M.G. Midget, 1965. White/black, heater, belts. £435

M.G. Midget, 1965. Blue/blue, heater. £425

M.G. Midget, 1963, 1098 cc, white/tan, tonneau, G800 tyres, heater, discs, nice condition. £345

M.G. Midget, 1963. White, Ashley GT bonnet, heater, discs, very attractive, 1969 engine. £295

M.G. T.F. 1250, 1954. Original black finish, one owner last 9 years, heater, chrome rack, tonneau. £445

Sunbeam Alpine GT., 1967. Green/black, one owner, certified mileage 18,344 (looks less), overdrive, heater, belts, new G800 tyres, always garaged. £865

Sunbeam Alpine Mk. V., 1967. Red/black, o/d, wire wheels, oil cooler, G800's, one owner. £745

Triumph Spitfire, 1968 (July). Blue, w/w, radio, heater, Cincs, one owner. £695

Triumph Spitfire Mk. II, 1966. White/black, heater, tonneau, one lady owner, 20,686 miles. £545

Triumph TR5 PI, 1968. Blue, overdrive, XAS tyres, radio, heater, one owner, R,407 miles. £1,175

Triumph TR4A, 1967. White/black, o/d, wire wheels, Cinturatos, rack, radio, heater, one owner. £845

Triumph Spitfire Mk. III, 1967. Royal blue, radio, heater, belts, tonneau, one owner, 17,121 miles. £645

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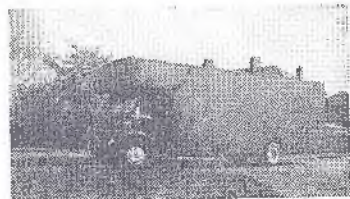
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185x14	8.16.6	9.14.11	10. 7.10					
205x14			10. 7.10	(tubed)				
155x15	6. 2.0	6.16. 3	7. 5. 6	7.17.11				
165x15	6.11.1	7. 4. 3	7.13. 6	8. 0. 0				
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